

I-69 Section 6



Project Update Meetings  
September 12-14, 2017

# Presentation Topics

---

- Project Outreach
- Describe Refined Preferred Alternative
- Final Environmental Impact Statement /  
Record of Decision Schedule
- Next Level Funding
- What's Next

## Section 6 Outreach Summary (2015-Present)

---

**4**

PUBLIC  
MEETINGS

**1**

PUBLIC  
HEARING

**4,000+**

ATTENDEES

**1,400+**

VISITORS

to our project  
office **since 2015**

**5,300+**

EMAIL ADDRESSES

on the  
**project listserv**

**~1,000**

FOLLOWERS

on  
**Facebook**



**12,000+**

TOUCH POINTS



**on Twitter**  
since inception

## Post-NEPA Outreach/Coordination

---

- Stakeholder Meetings When Requested
- Issue Coordination on Individual Basis
- Project Alerts
  - Join Project listserv
    - Send your email to [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov)
  - Quarterly Newsletters



# Refined Preferred Alternative

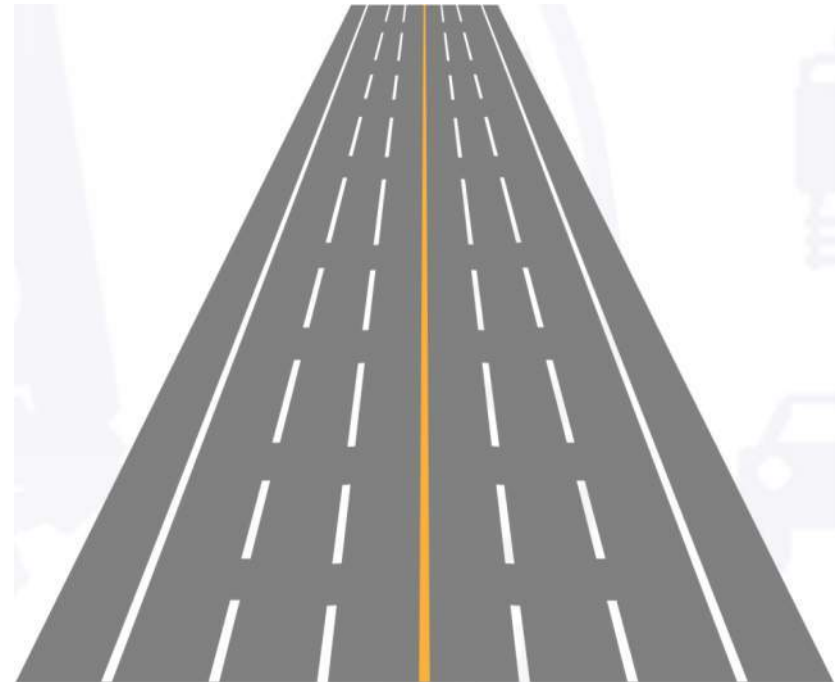
- Referred to in Draft Environmental Impact Statement (EIS) as “C4 Alternative”
- C4 identified as *preferred* alternative and *refined* based on public comments, cost evaluations, etc.
- Referred to in Final EIS as “Refined Preferred Alternative” (RPA)
- Over 200+ meetings and **400+** comments on Draft EIS



# Travel Lanes

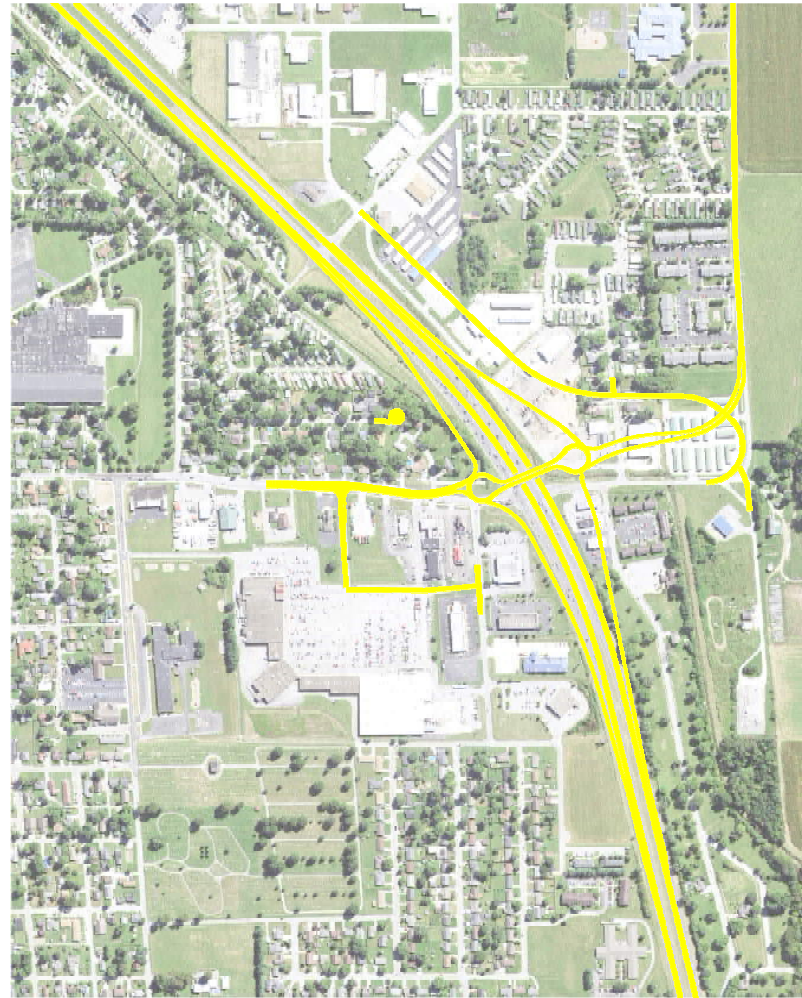
---

- SR 39 to south of Smith Valley Road:  
4 lanes, 2 in each direction
  - *Change from Draft EIS, which had noted 4 lanes to SR 144*
- South of Smith Valley Road to Southport Road:  
6 lanes, 3 in each direction
- Southport to I-465:  
8 lanes, 4 in each direction
- I-465 from Mann to US 31:  
8 lanes, 4 in each direction



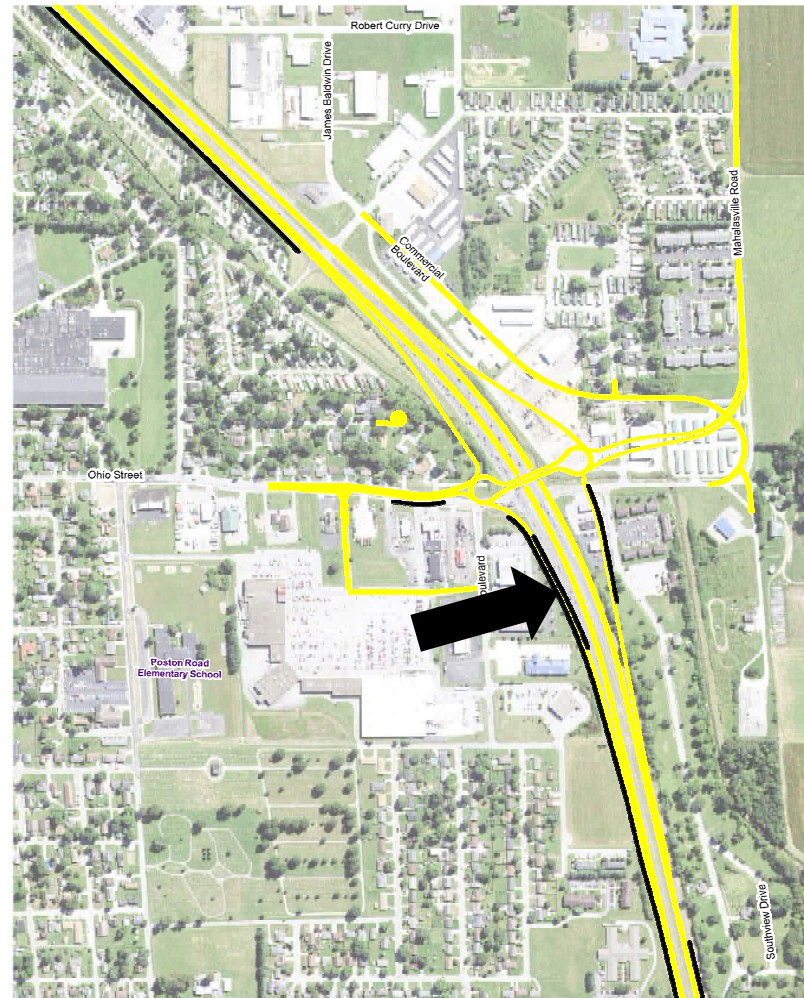
# Understanding the Map Displays

- Roadways and interchanges



# Understanding the Map Displays

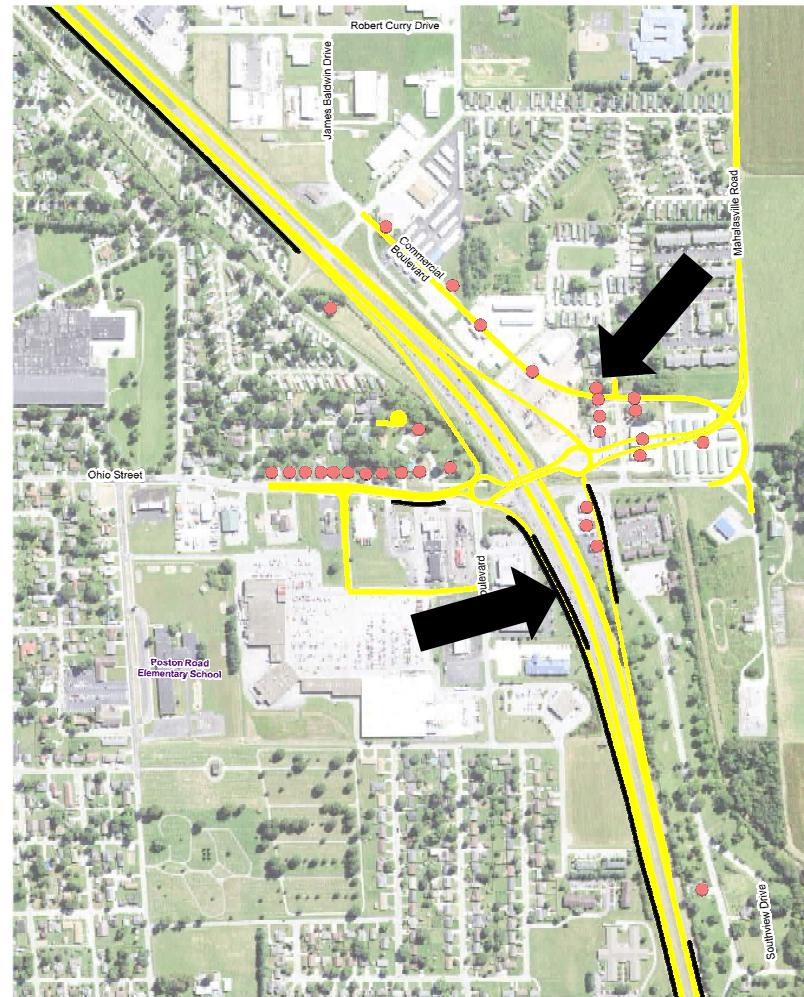
- Roadways and interchanges
- Bridges and retaining walls





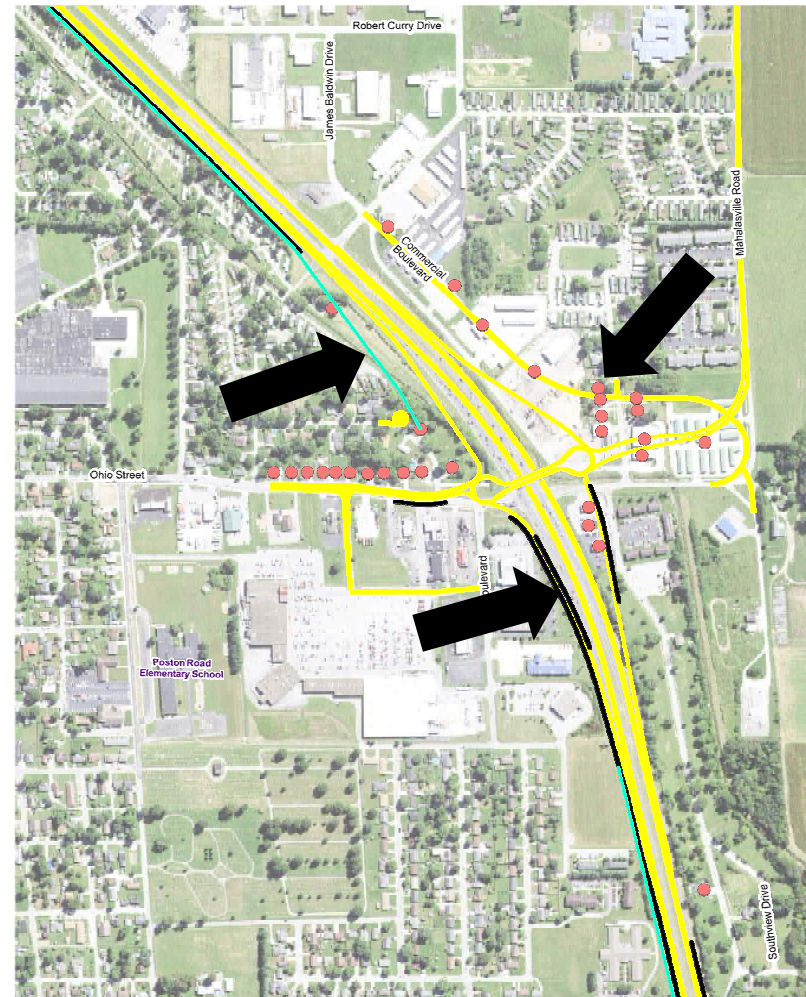
# Understanding the Map Displays

- Roadways and interchanges
- Bridges and retaining walls
- Potential relocations



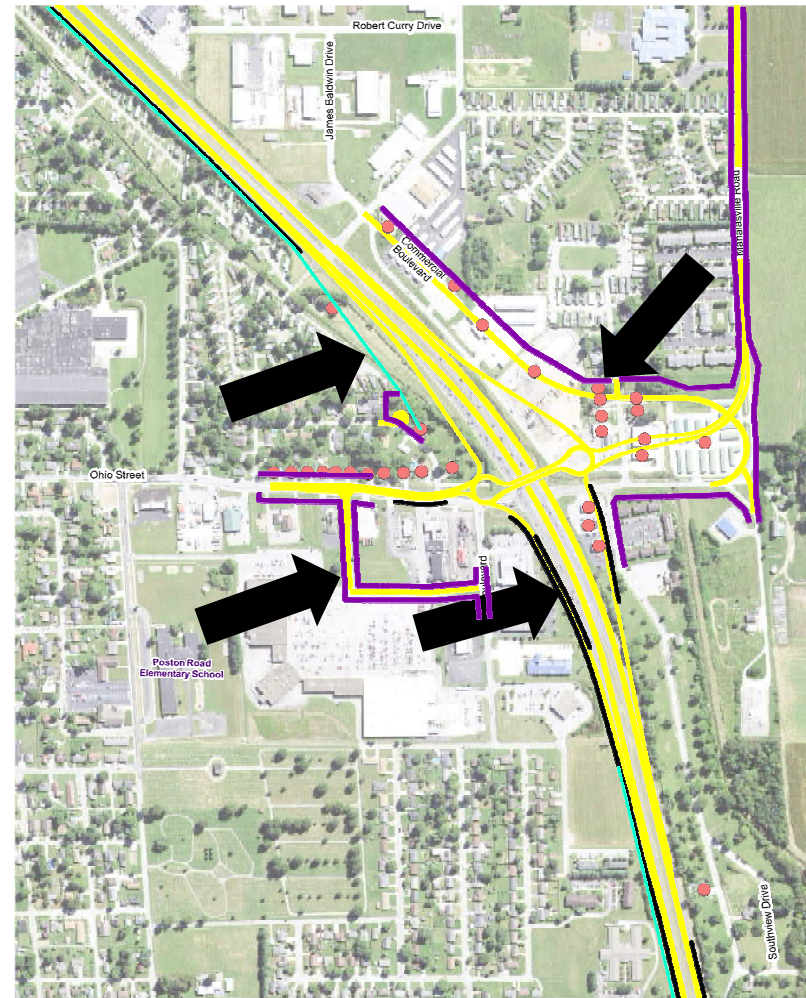
# Understanding the Map Displays

- Roadways and interchanges
- Bridges and retaining walls
- Potential relocations
- Potential noise barrier locations



# Understanding the Map Displays

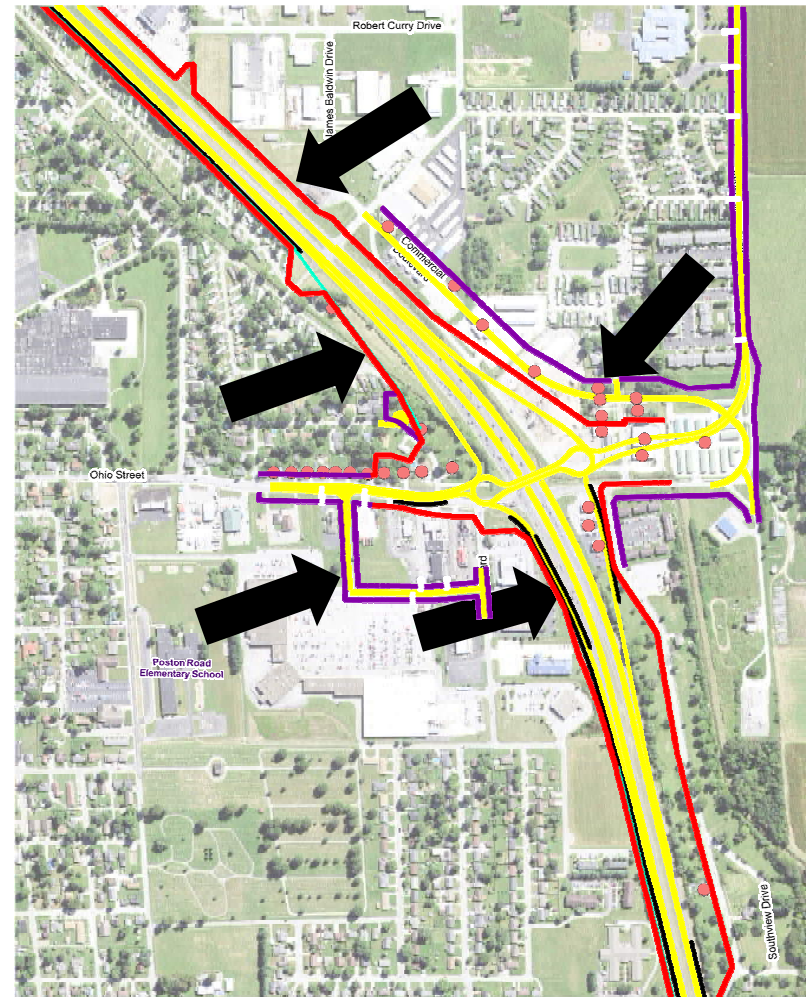
- Roadways and interchanges
- Bridges and retaining walls
- Potential relocations
- Potential noise barrier locations
- Local road right of way





# Understanding the Map Displays

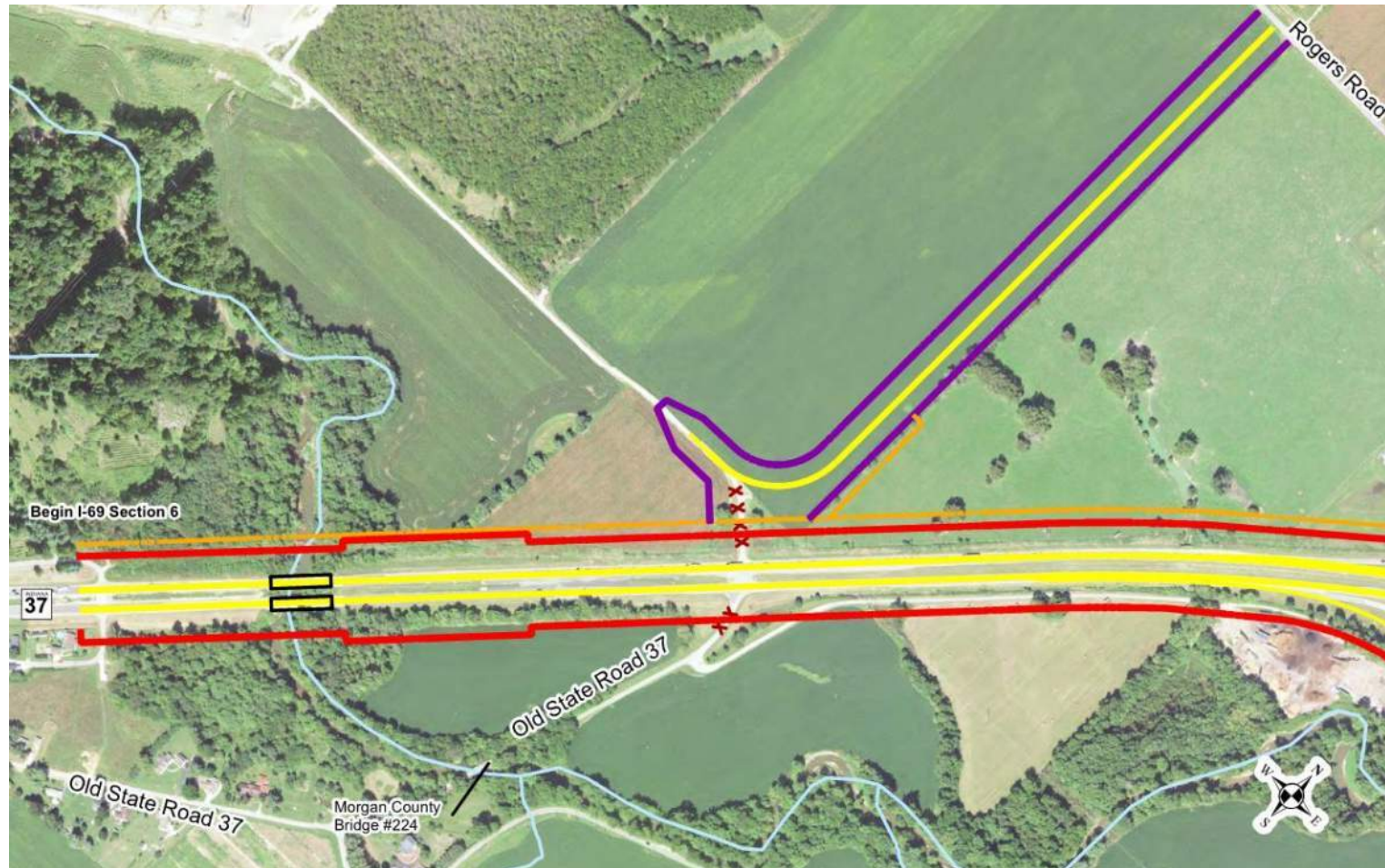
- Roadways and interchanges
- Bridges and retaining walls
- Potential relocations
- Potential noise barrier locations
- Local road right of way
- Limited access right of way





# Morgan County: Southern Project Limits

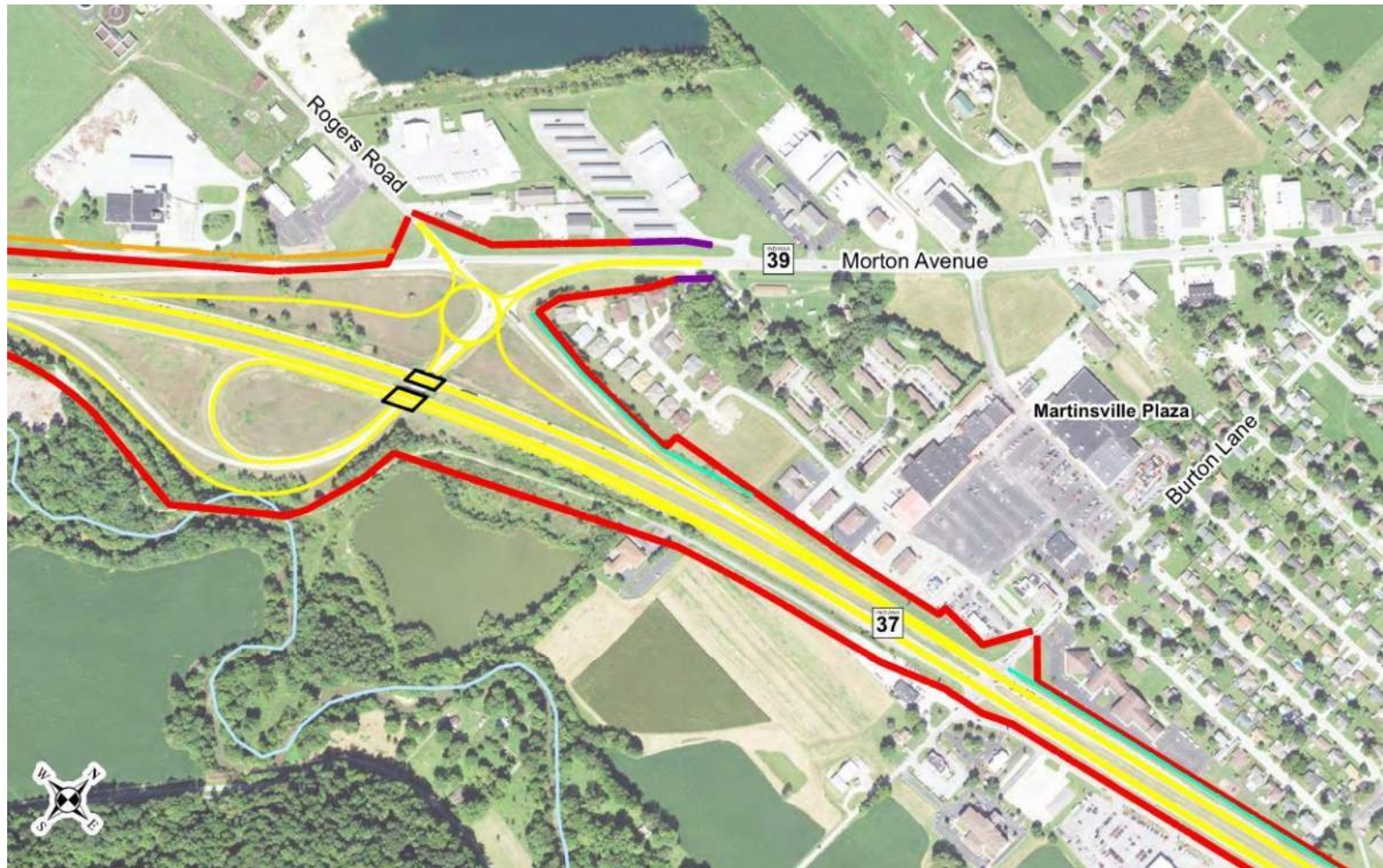
- No major refinements
- Transition from Section 5 to 6 begins just south of Indian Creek





# Morgan County: SR 39 Interchange

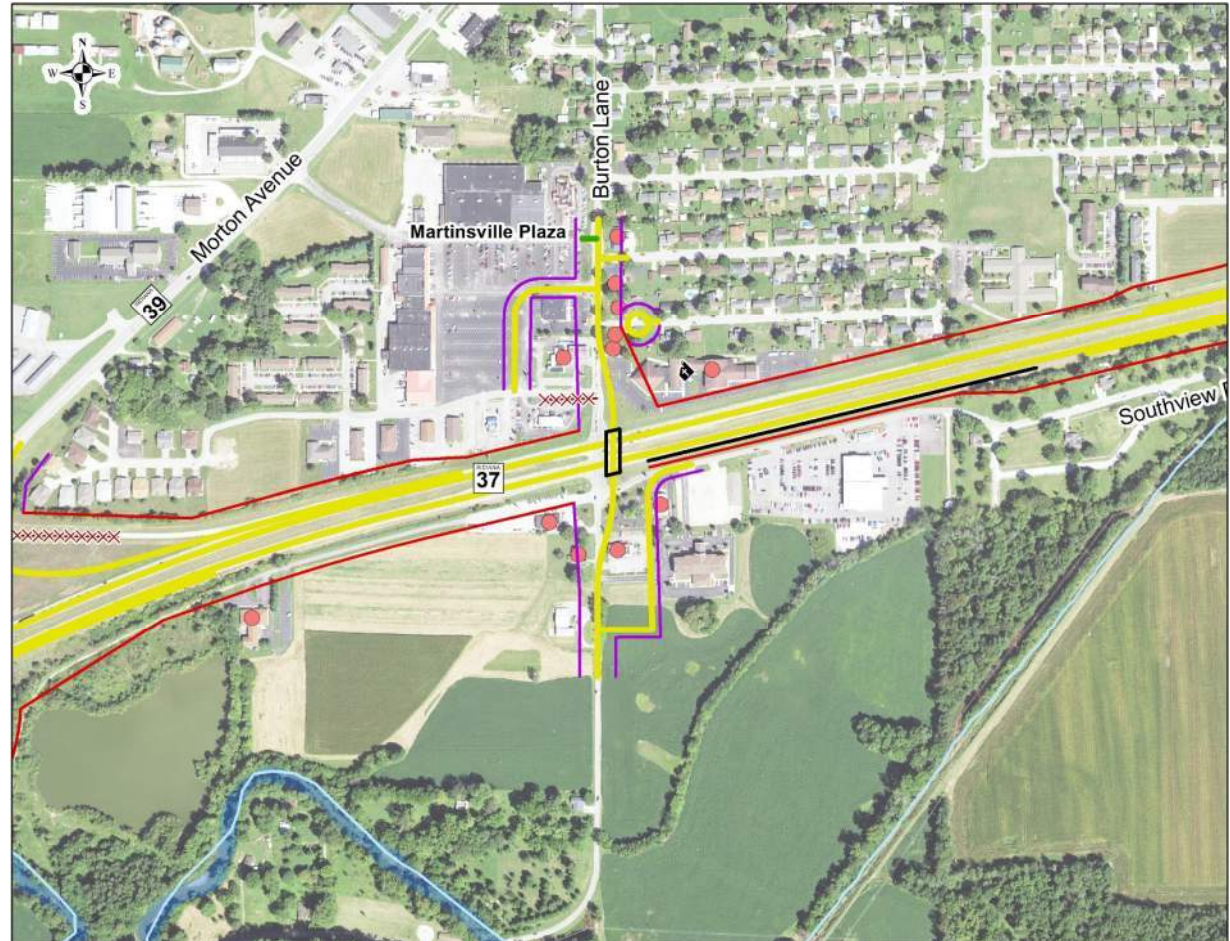
- No major refinements
- Interchange with SR 39 including roundabout intersection with Rogers Road





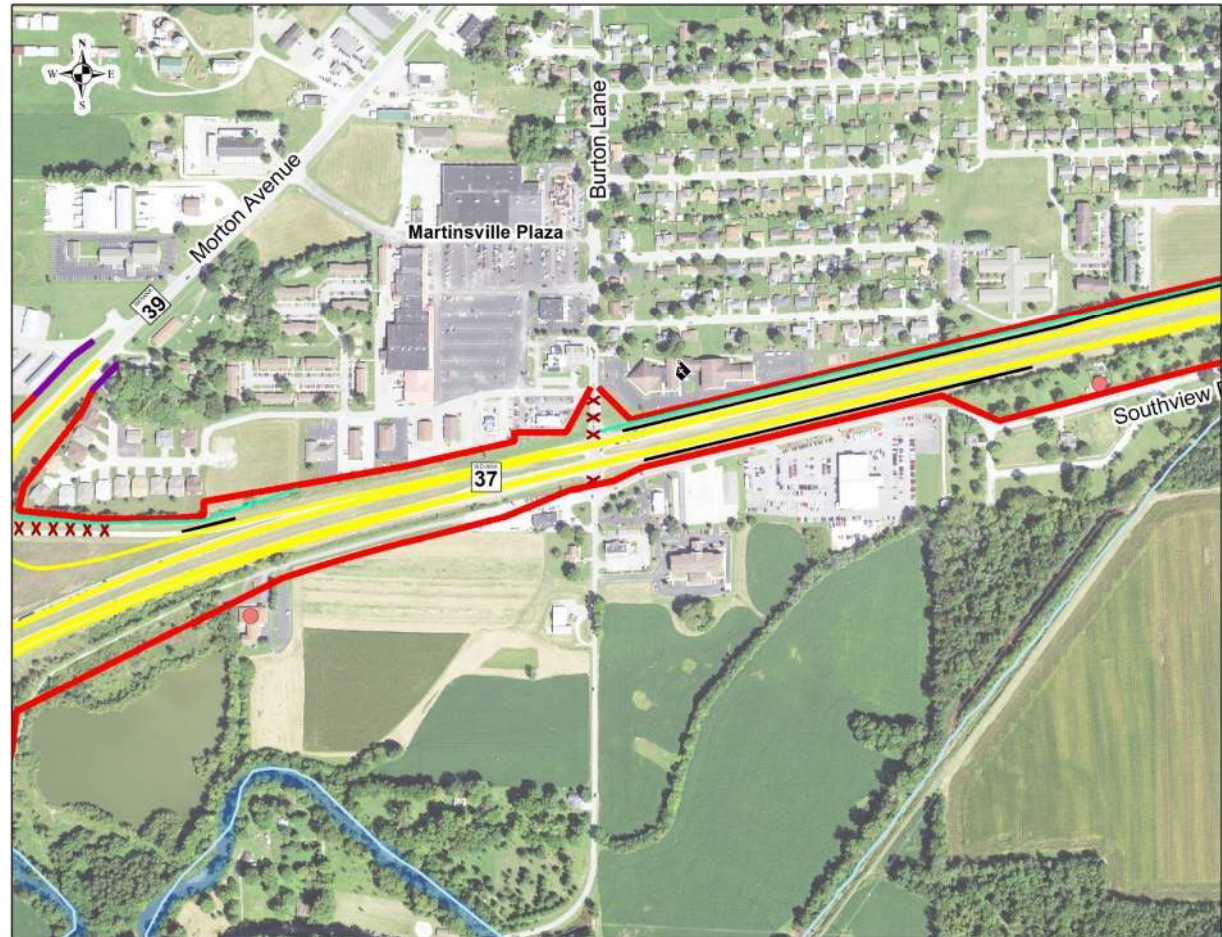
# Morgan County: **Burton Lane**

- No Burton Lane Bridge over I-69
- No Relocation of Baptist Tabernacle Church/School
- Reduces commercial relocations by 6
- Reduces residential relocations by 5
- Minimizes total cost by \$8M+



# Morgan County: **Burton Lane**

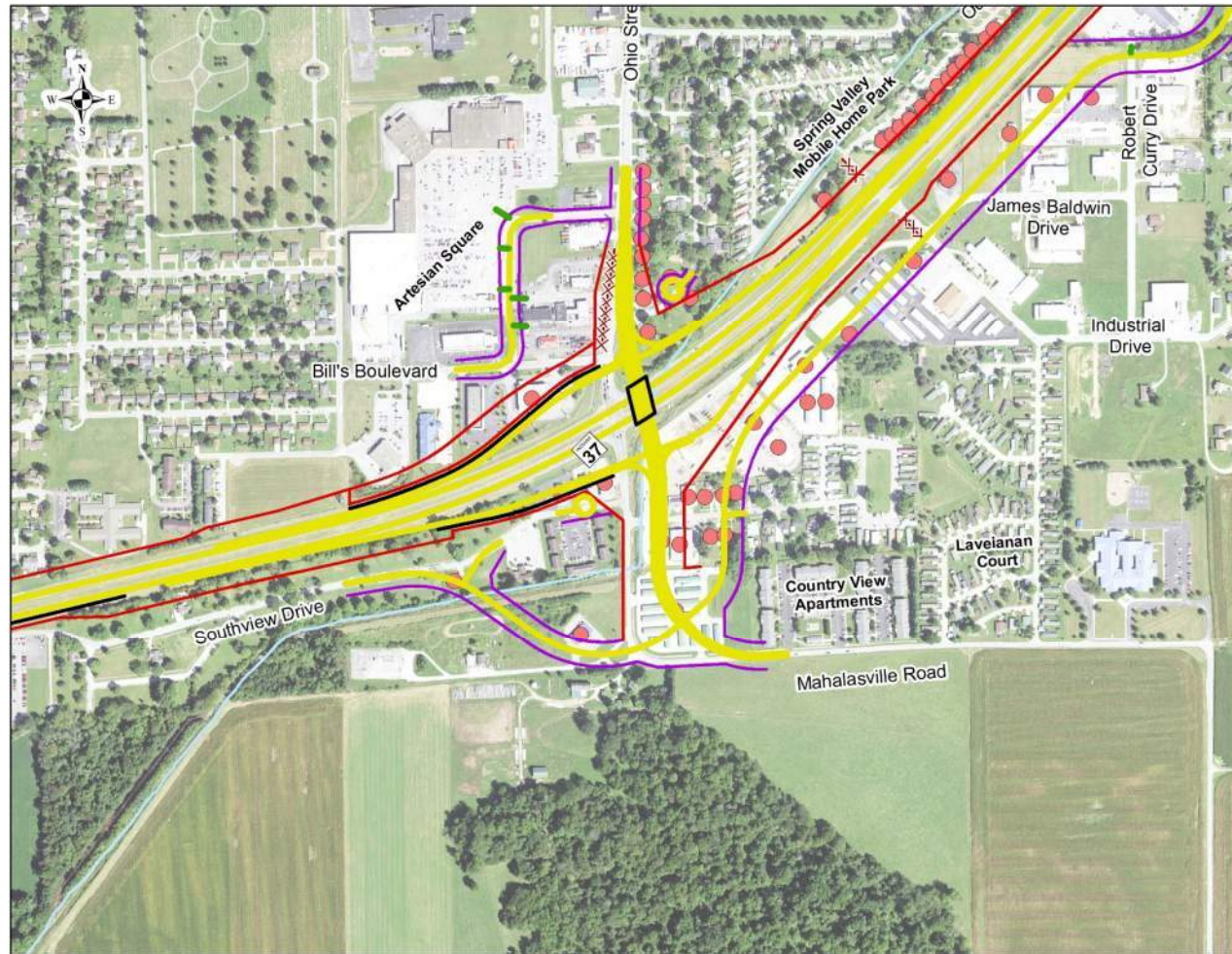
- No Burton Lane Bridge over I-69
- No Relocation of Baptist Tabernacle Church/School
- Reduces commercial relocations by 6
- Reduces residential relocations by 5
- Minimizes total cost by \$8M+





# Morgan County: **Ohio Street Interchange**

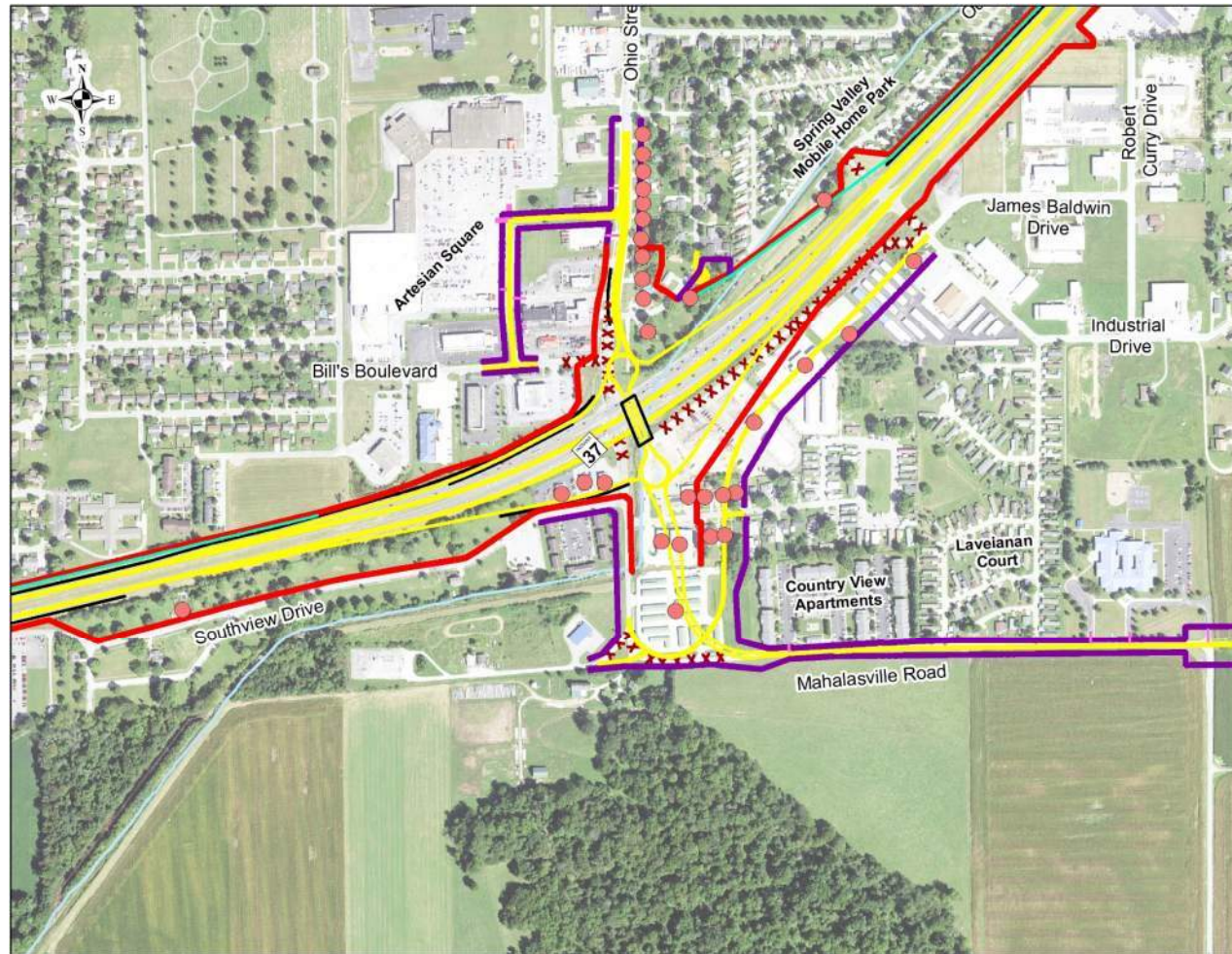
- Reduction of right of way
- Reduces commercial relocations by 1 (Walgreens)
- Minimizes cost by \$4M





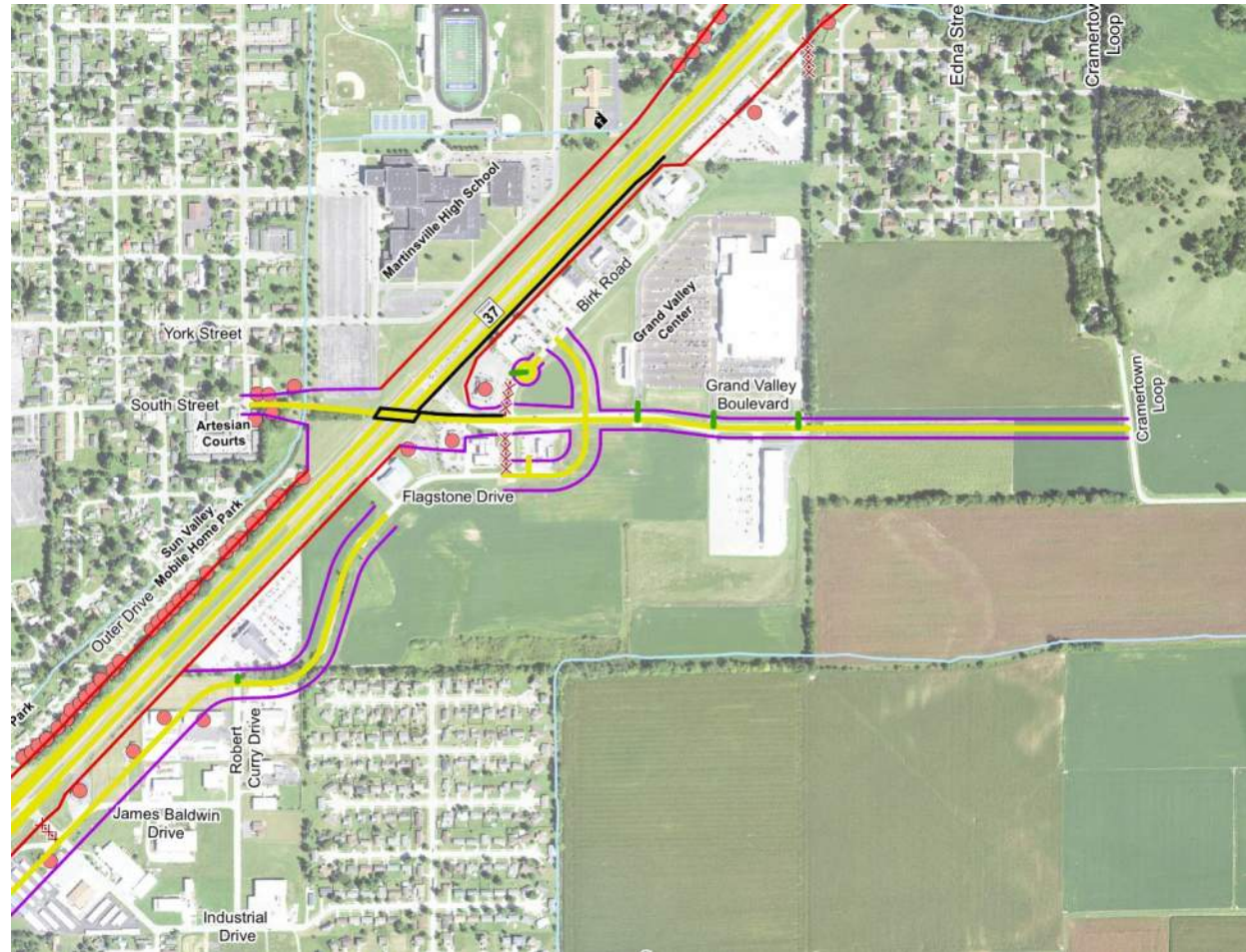
# Morgan County: **Ohio Street Interchange**

- Reduction of right of way
- Reduces commercial relocations by 1 (Walgreens)
- Minimizes cost by \$4M



# Morgan County: **Grand Valley Boulevard**

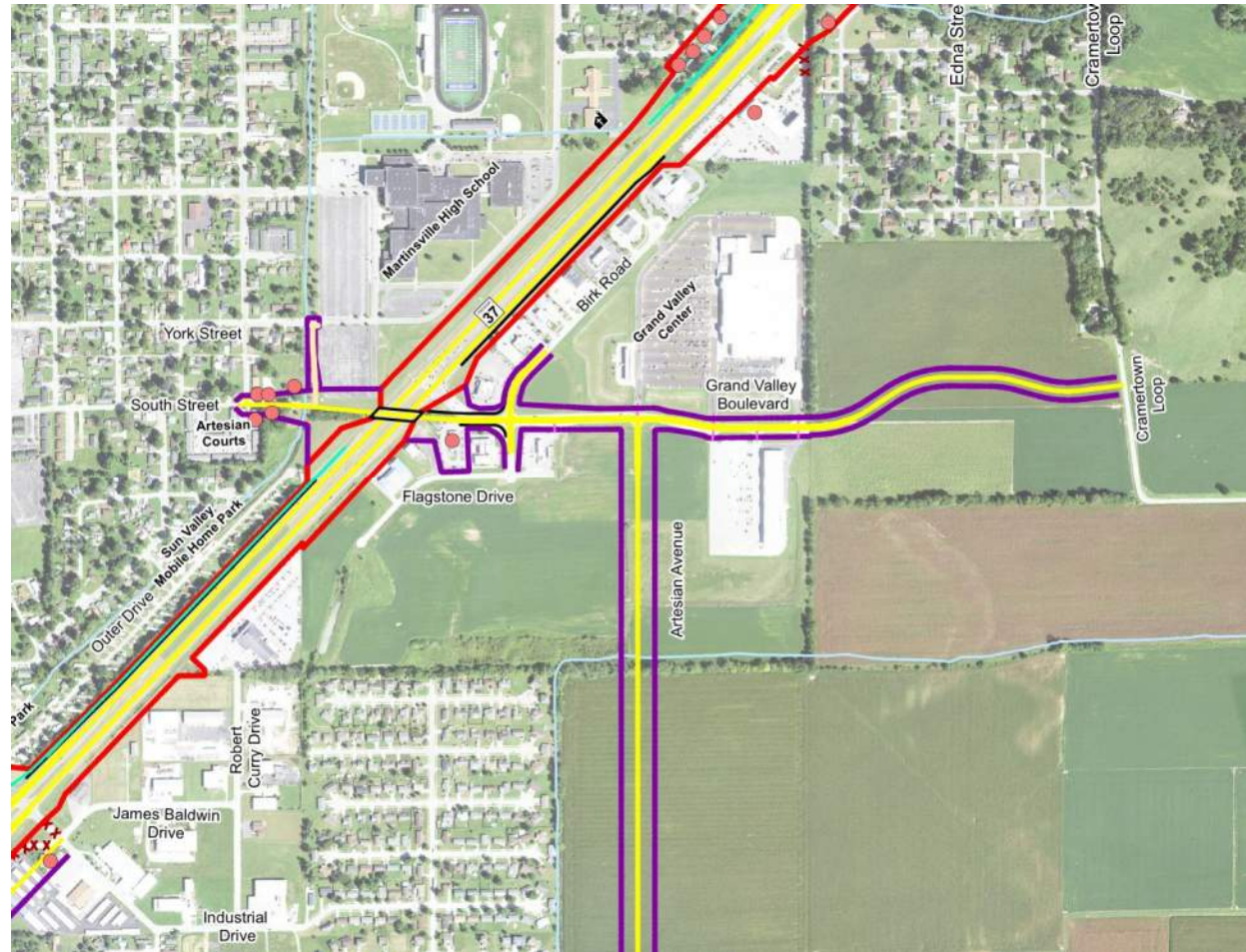
- Change in access to Birk Road, Flag Stone Drive, Artesian Avenue
- Change in Grand Valley Boulevard for consistency with local plan





# Morgan County: **Grand Valley Boulevard**

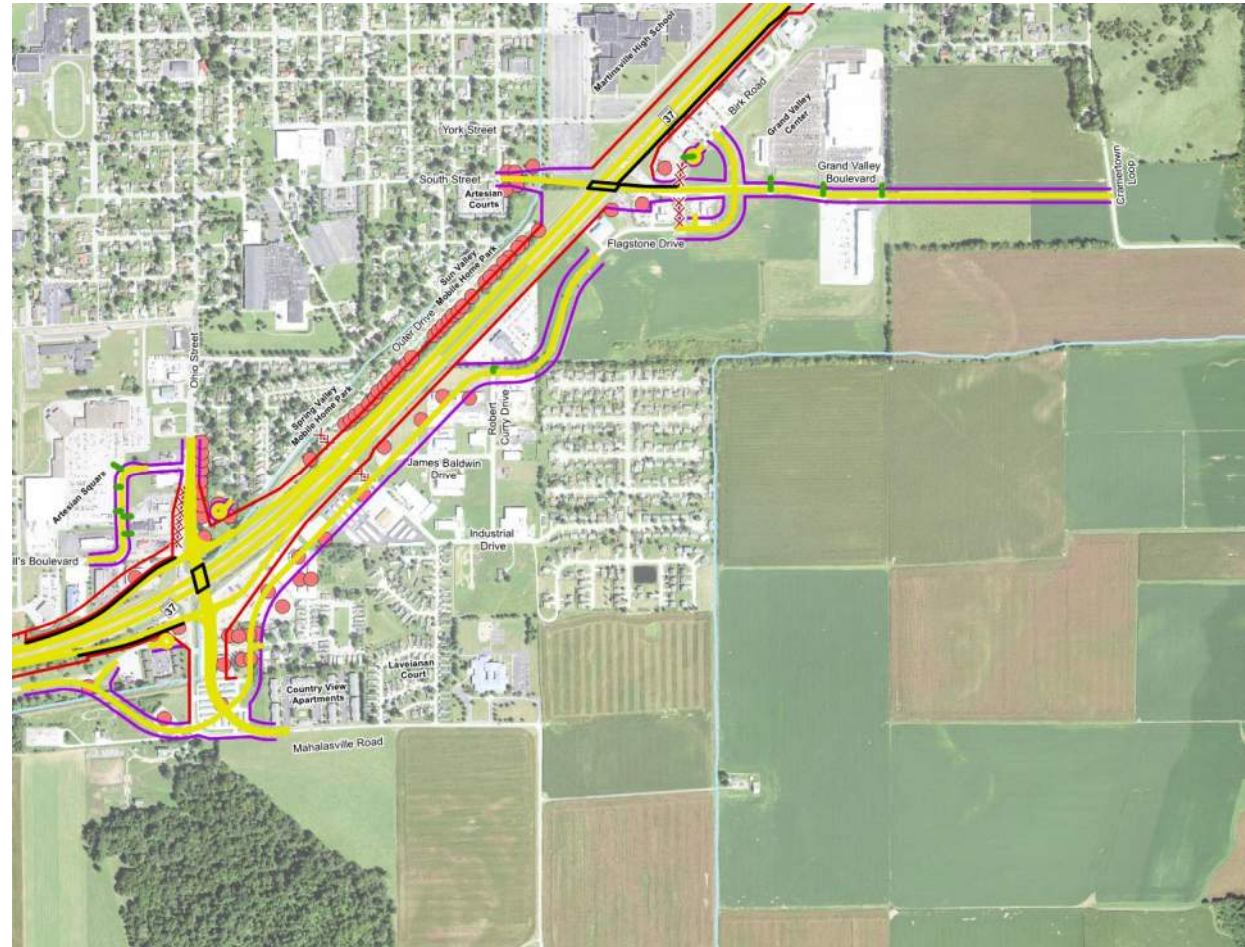
- Change in access to Birk Road, Flag Stone Drive, Artesian Avenue
- Change in Grand Valley Boulevard for consistency with local plan





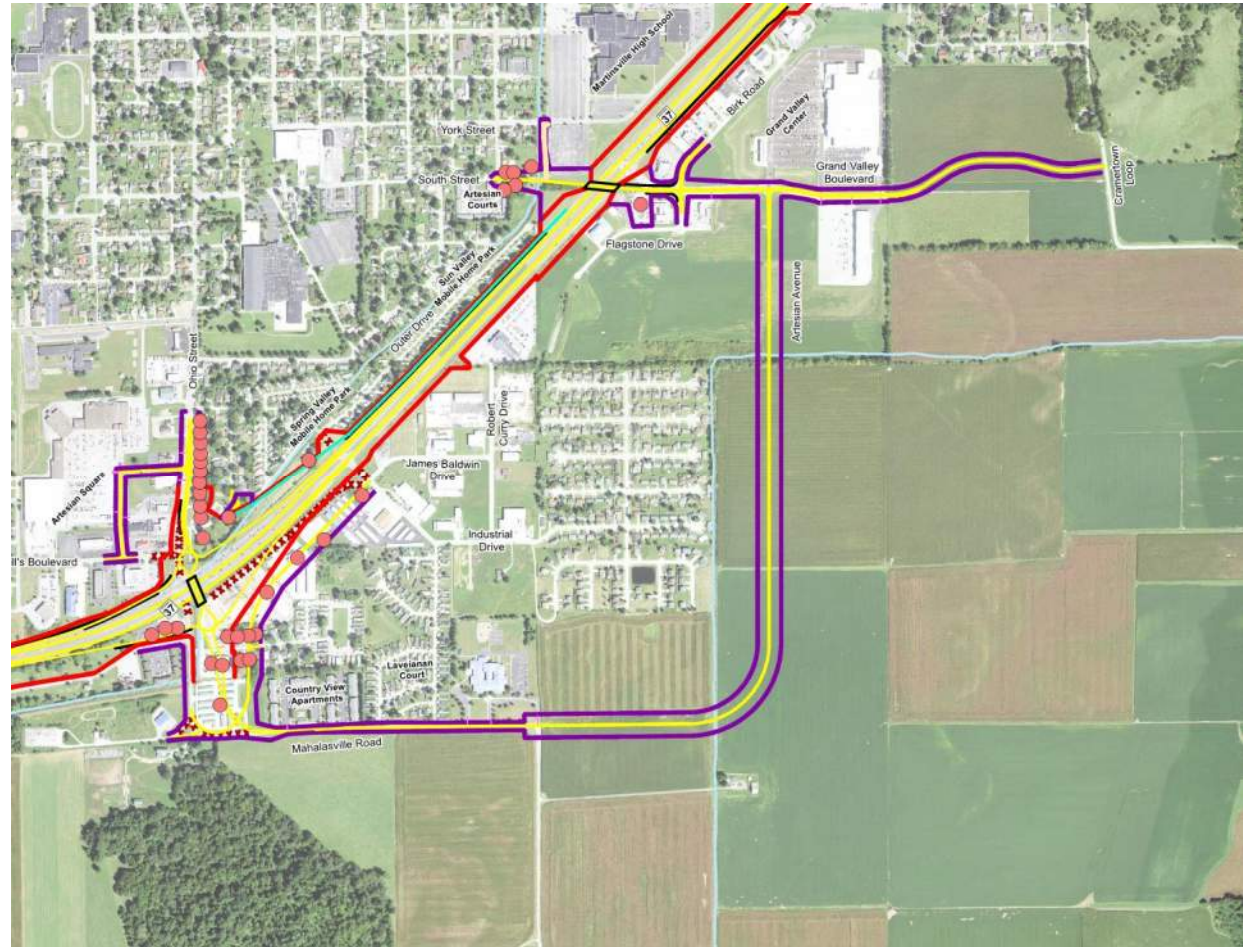
# Morgan County: **Artesian Avenue**

- Reduces commercial relocations by 11
- Reduces residential relocations by 5
- Extends Mahalasville Road to Grand Valley Boulevard in a more direct manner



# Morgan County: **Artesian Avenue**

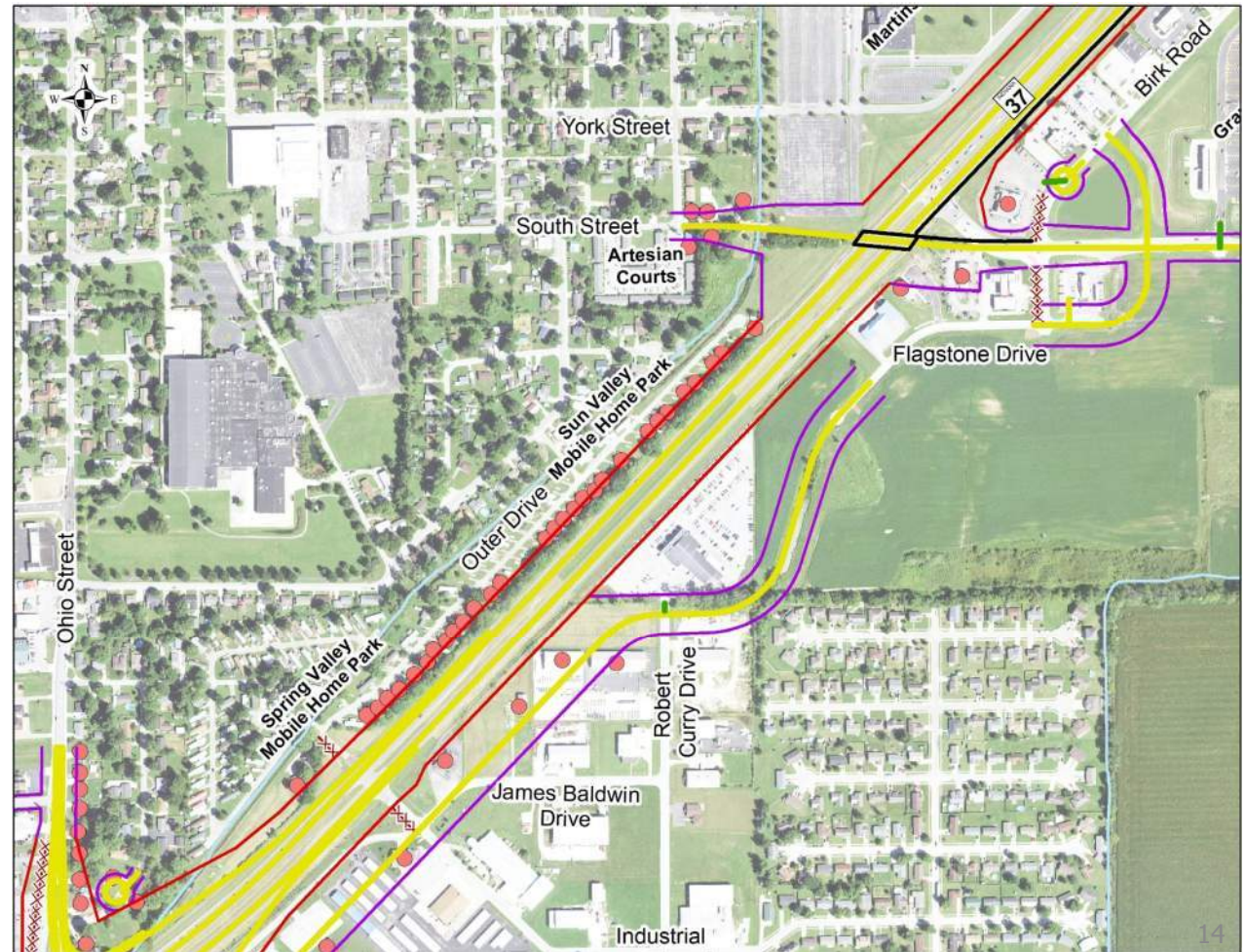
- Reduces commercial relocations by 11
- Reduces residential relocations by 5
- Extends Mahalasville Road to Grand Valley Boulevard in a more direct manner





## Morgan County: **Spring Valley/Sun Valley Mobile Home Parks**

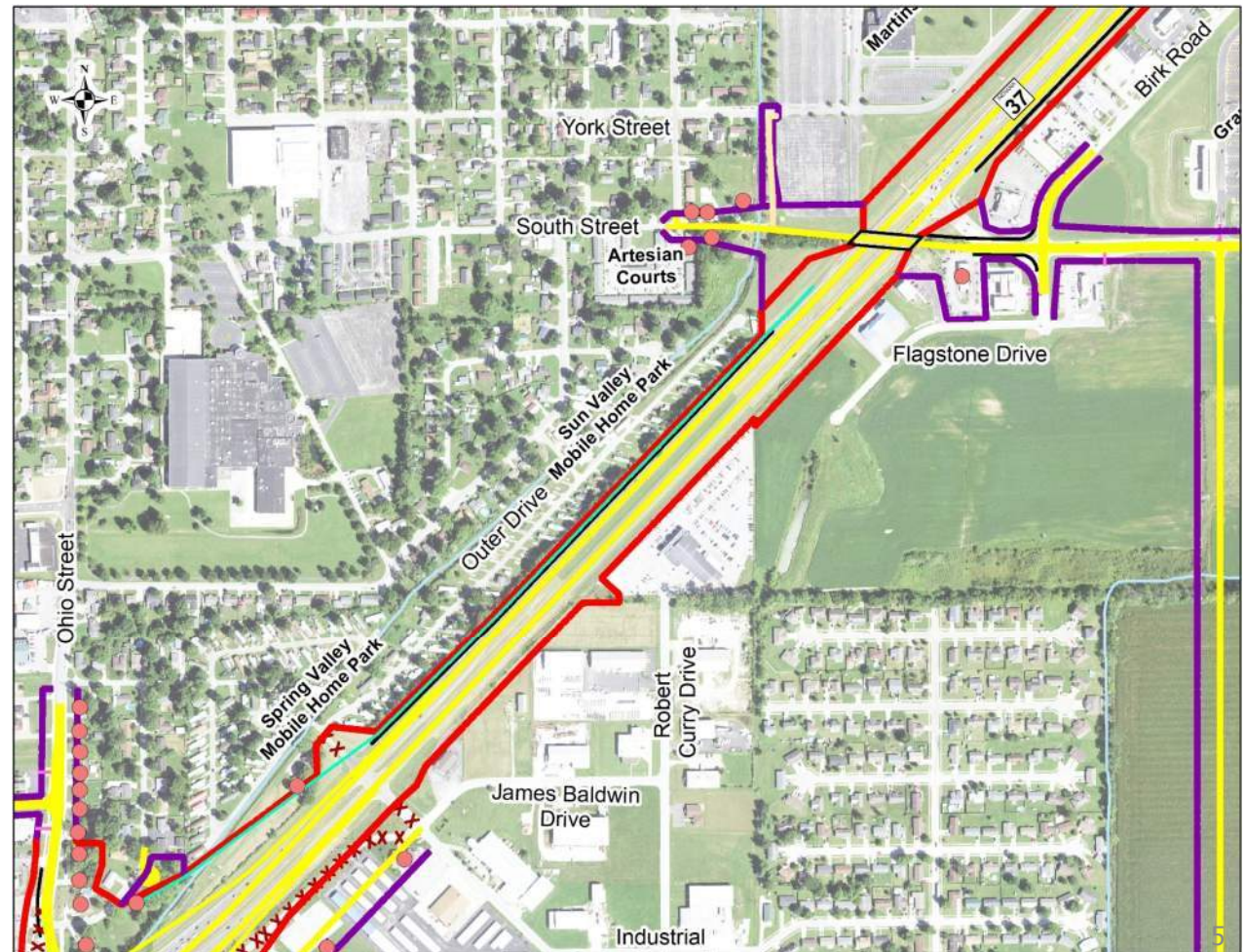
- Minimizes right of way needs via use of retaining wall
- Reduces potential mobile home relocations by 29 (from 30 to 1)





# Morgan County: **Spring Valley/Sun Valley Mobile Home Parks**

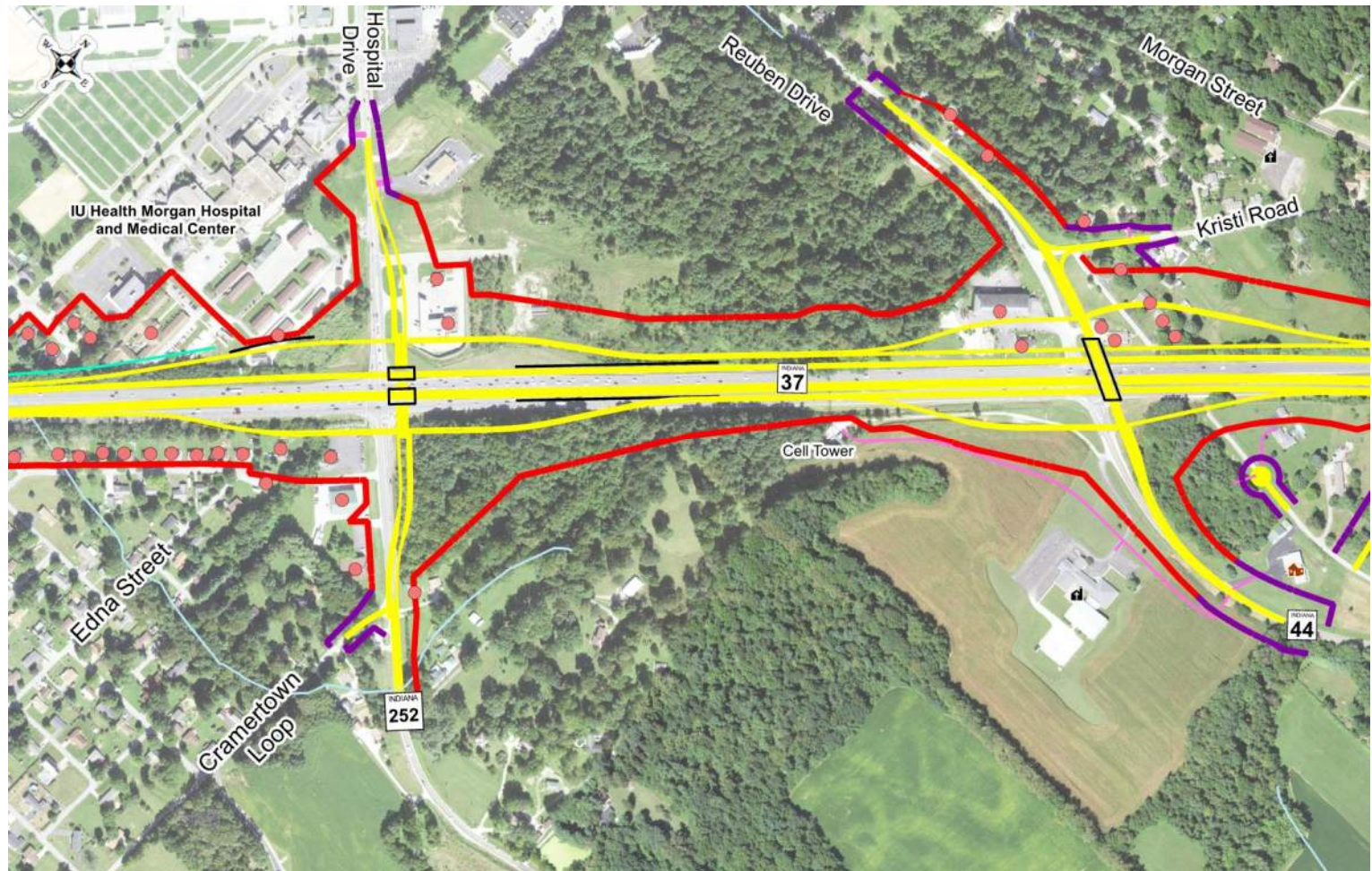
- Minimizes right of way needs via use of retaining wall
- Reduces potential mobile home relocations by 29 (from 30 to 1)





# Morgan County: SR 252 & SR 44 Interchanges

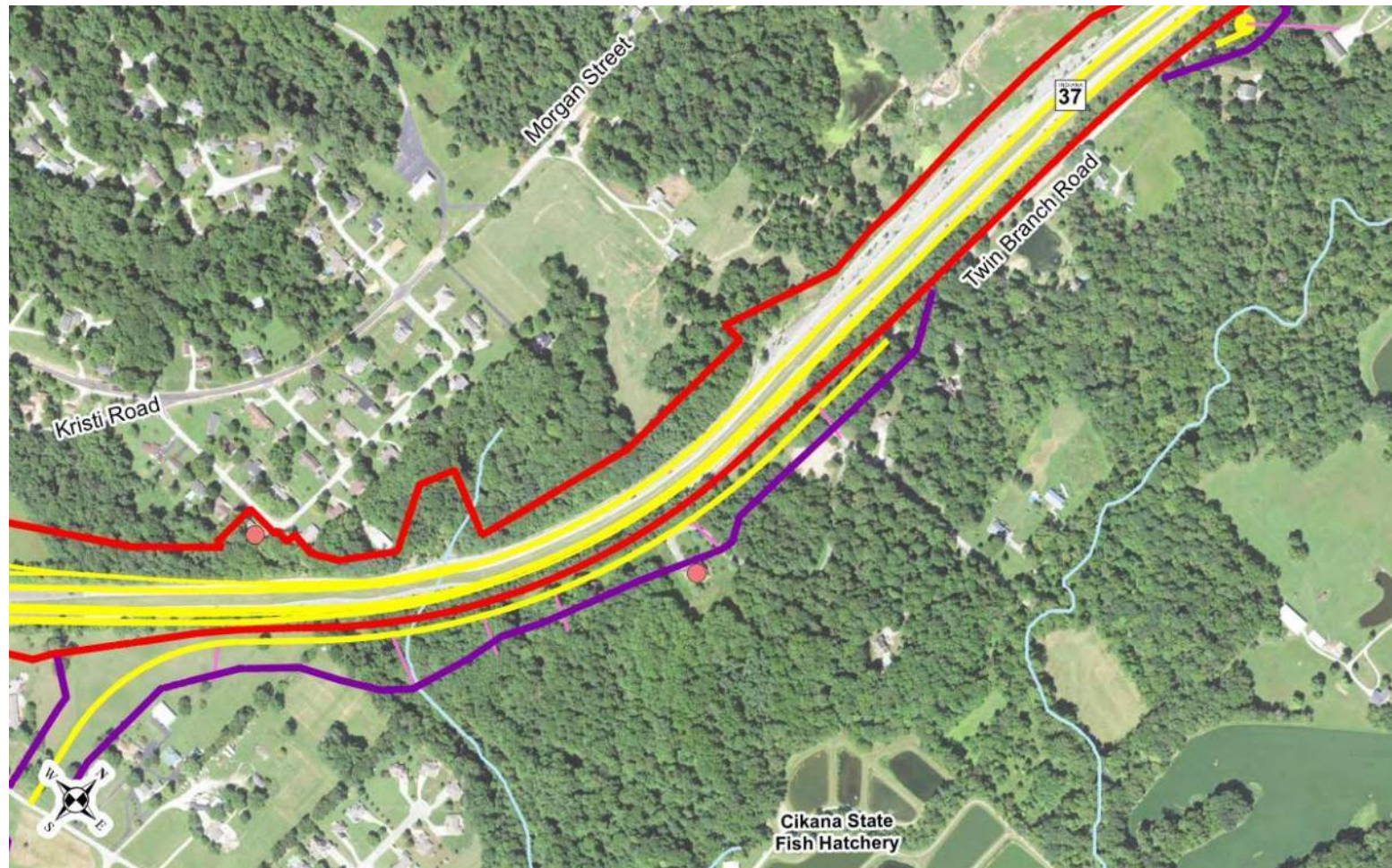
- No major refinements
- Interchanges with both SR 252 / Hospital Road and SR 44 / Reuben Drive





# Morgan County: Twin Branch Road

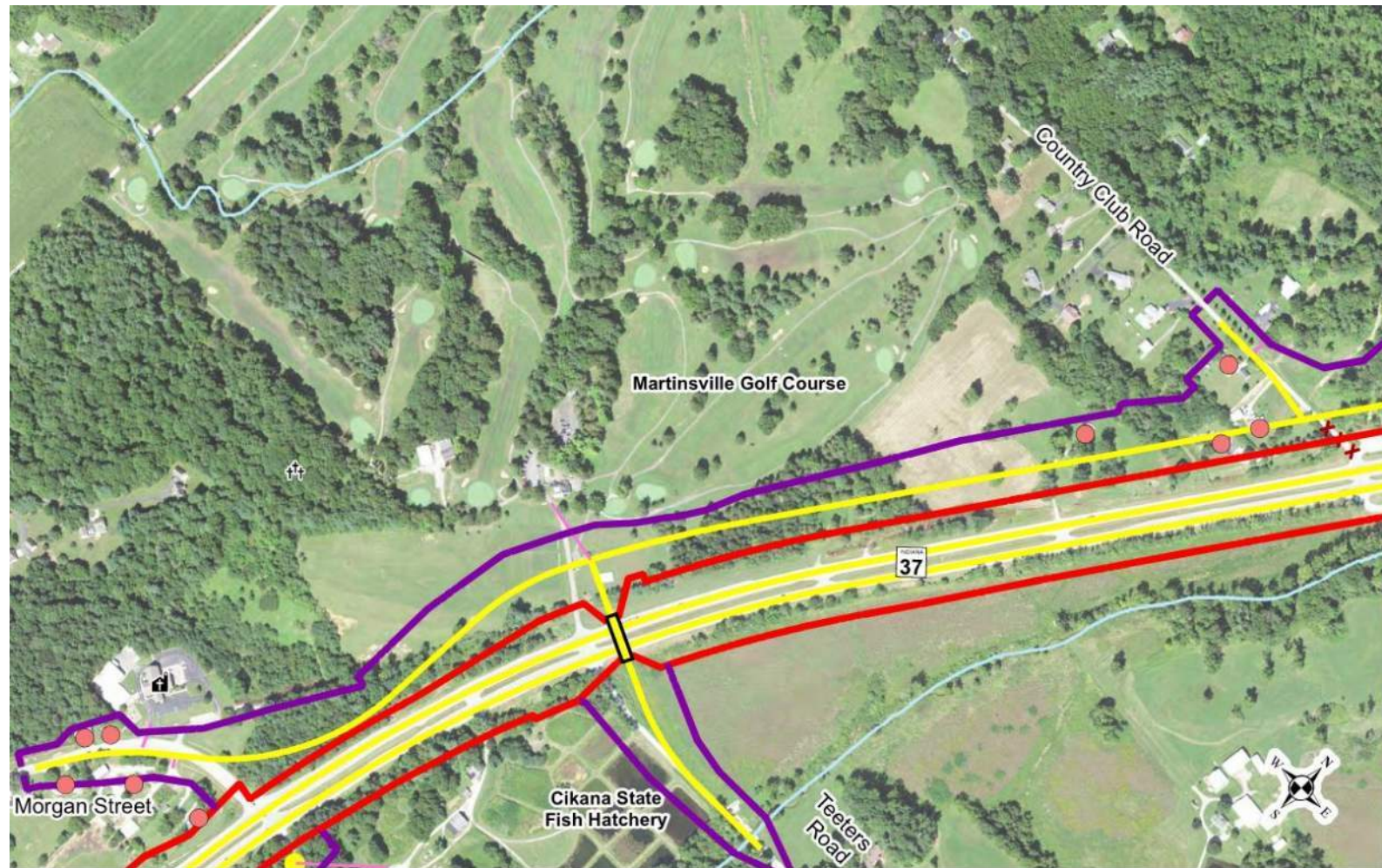
- No major refinements
- Local service road along east side of I-69





# Morgan County: Teeters Road

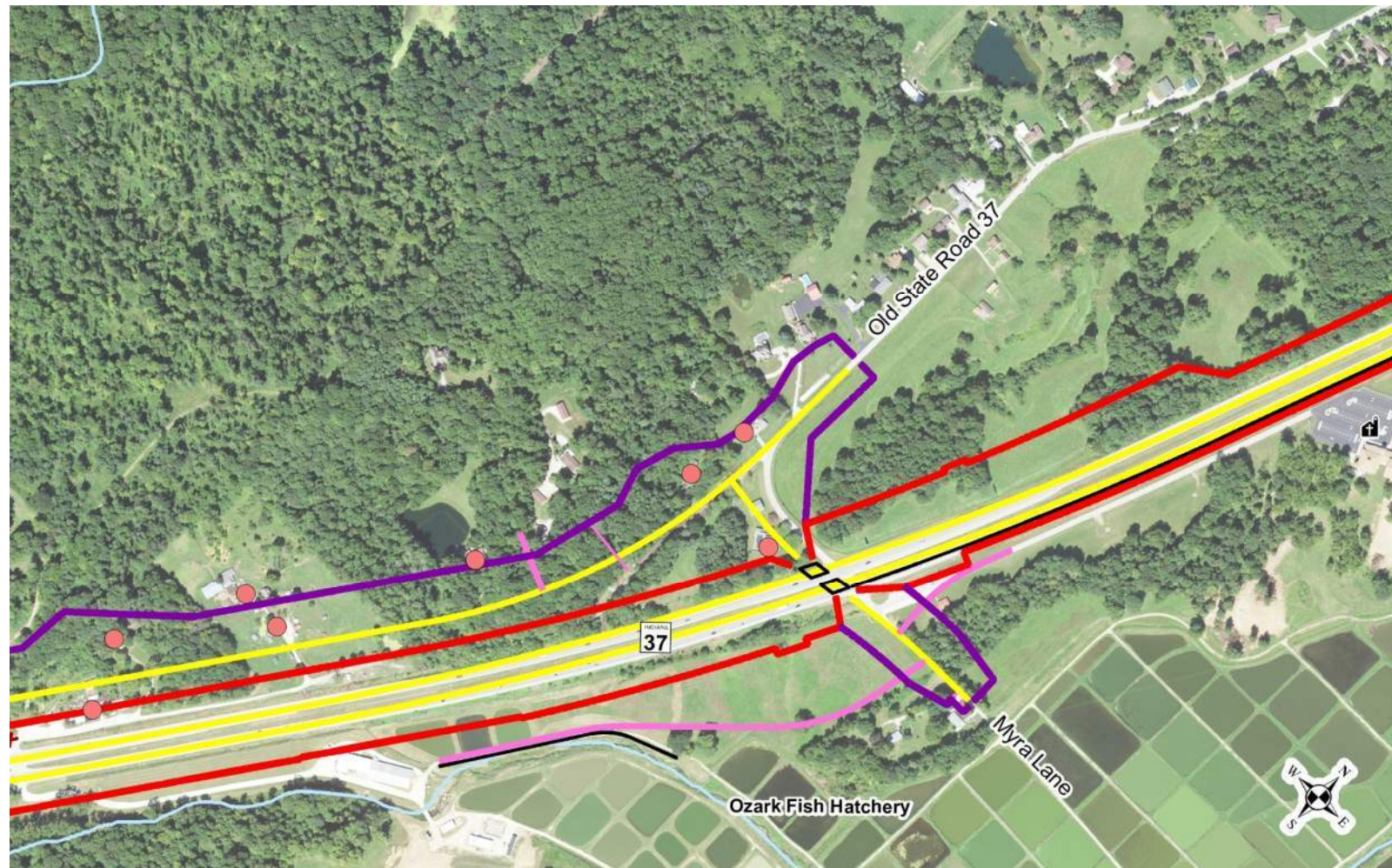
- No major refinements
- Martinsville Golf Course access via local service road or Teeters Road





# Morgan County: Myra Lane

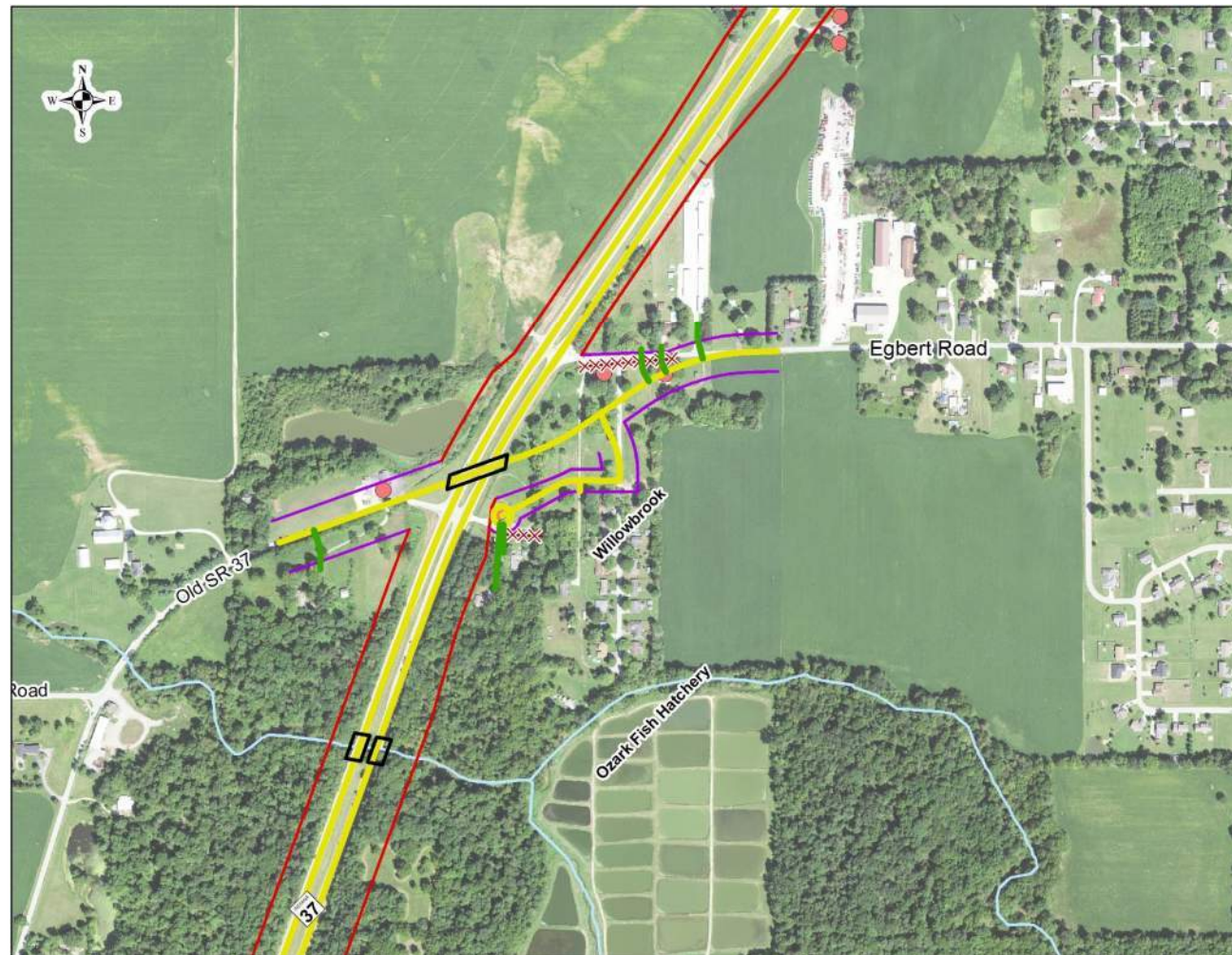
- No major refinements
- Underpass at Myra Lane





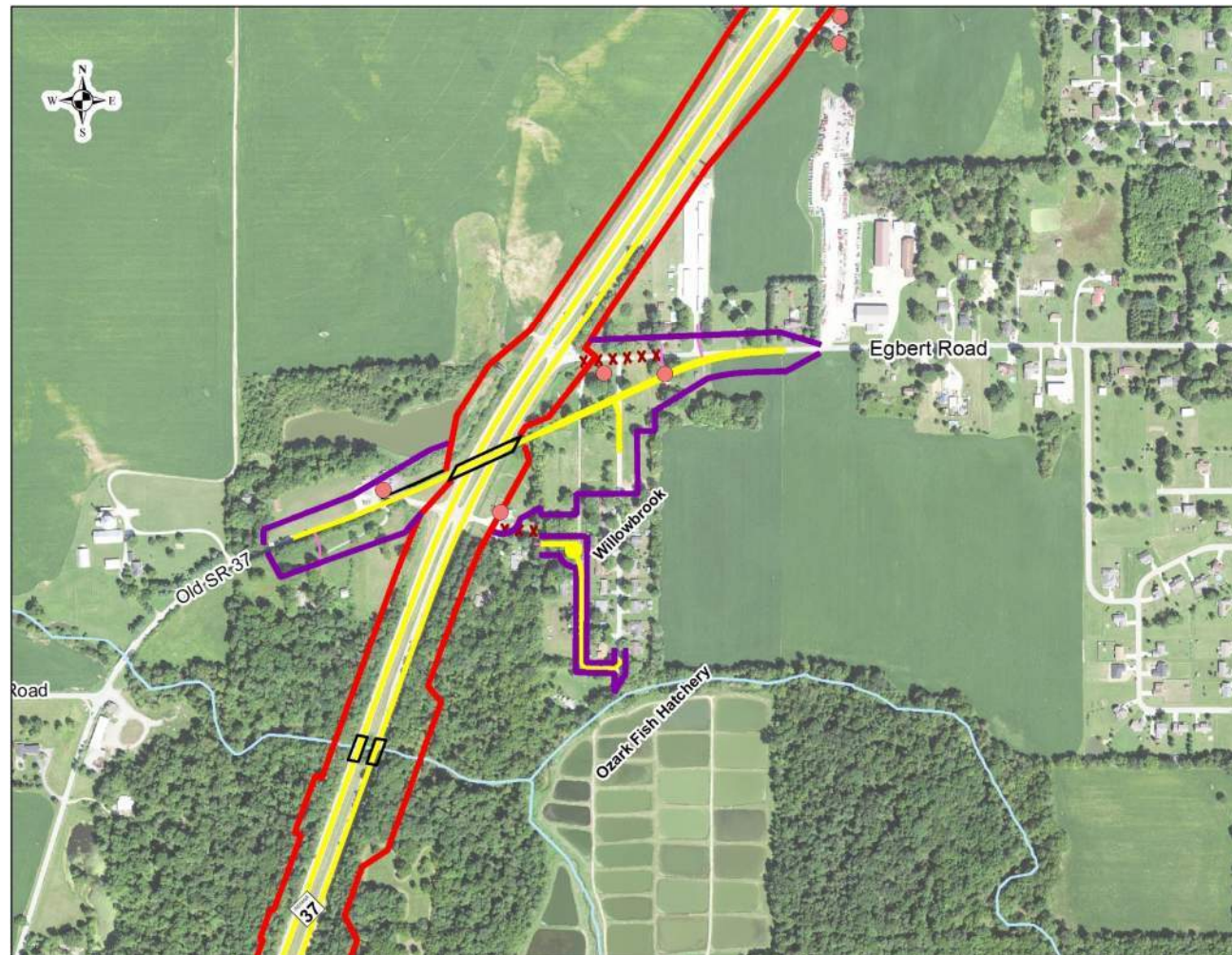
# Morgan County: **Egbert Road**

- Egbert Road bridge shifted to avoid FEMA properties
- Change in local service road



# Morgan County: **Egbert Road**

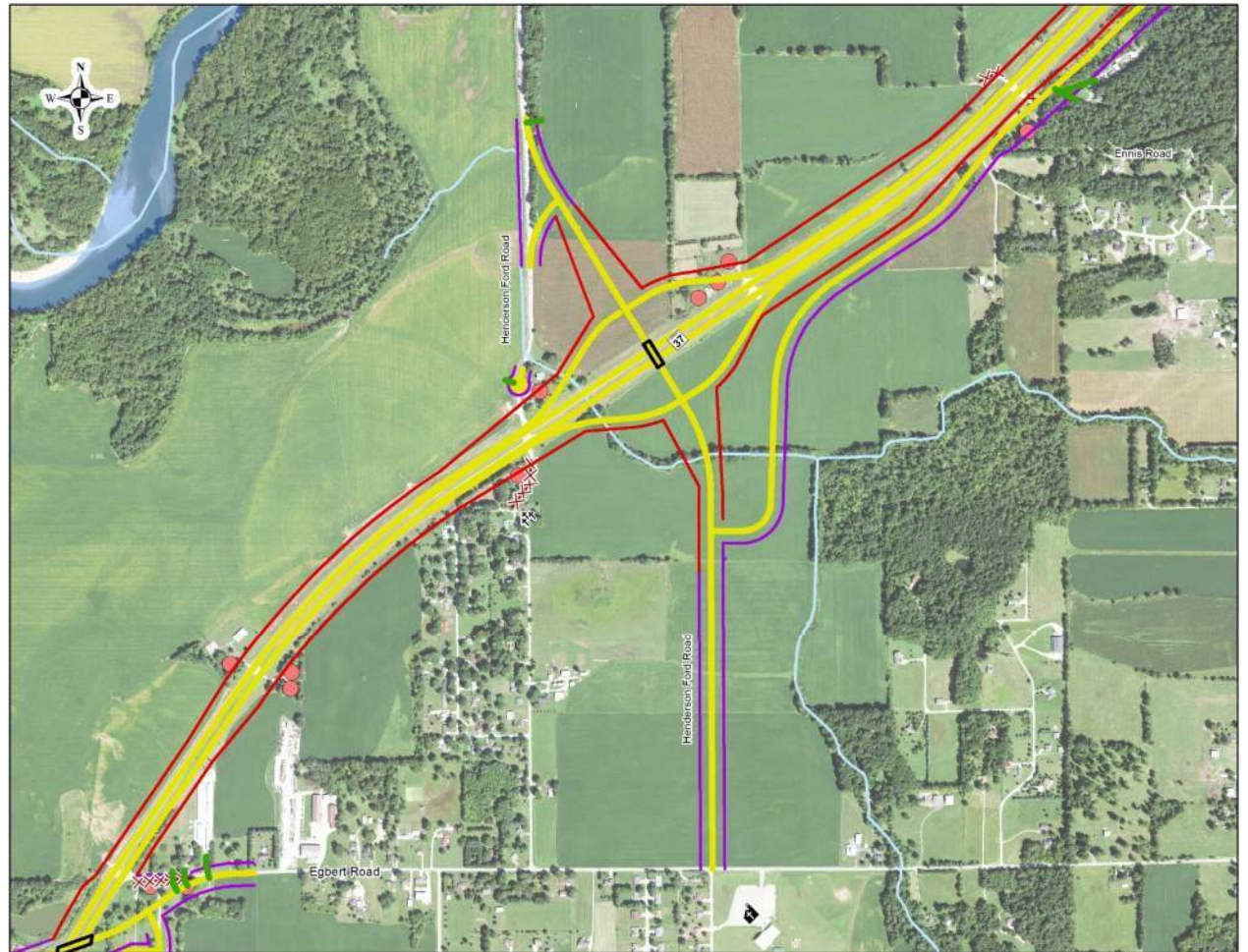
- Egbert Road bridge shifted to avoid FEMA properties
- Change in local service road





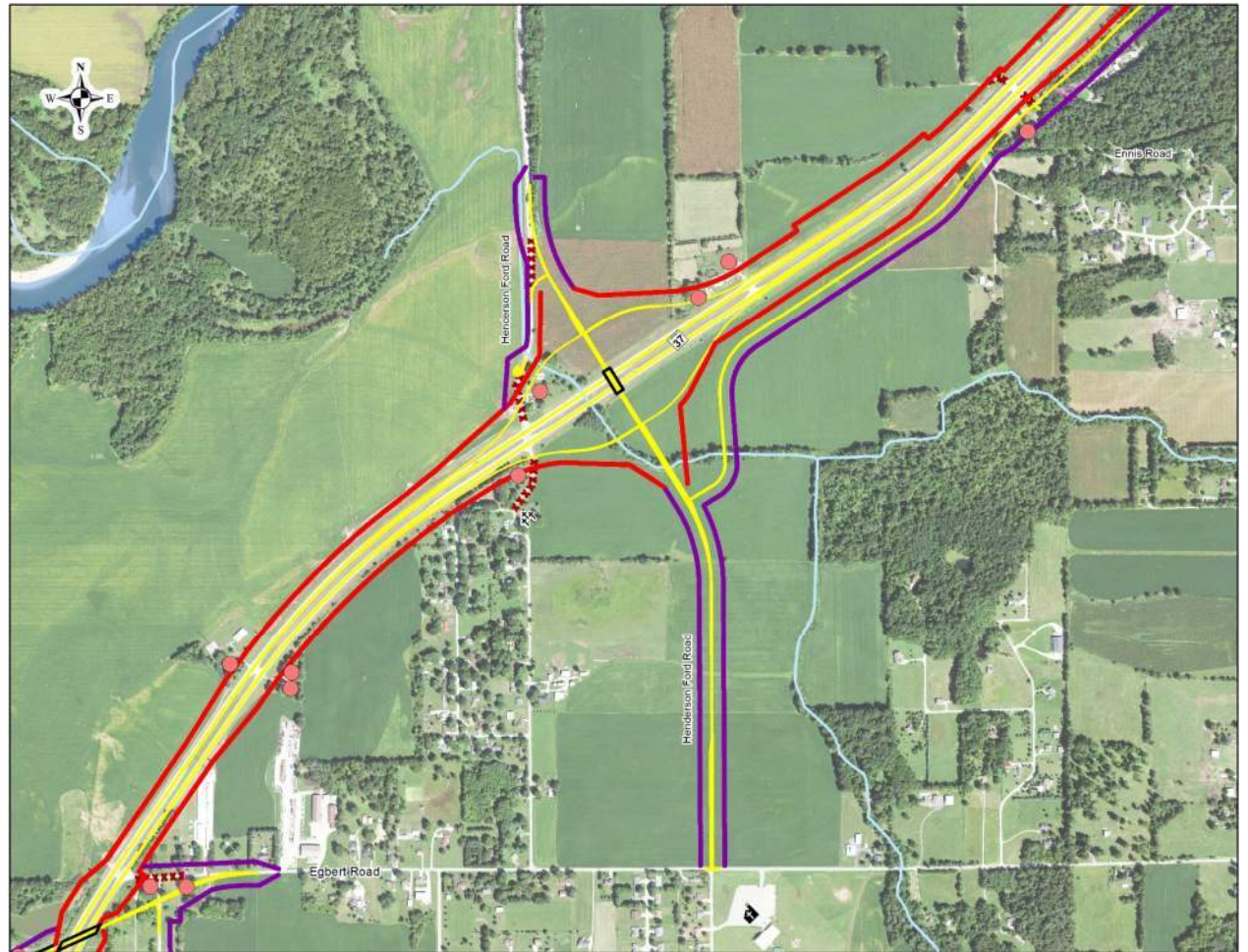
# Morgan County: **Henderson Ford Road Interchange**

- Slight shift of interchange to lessen wetland impact and improve geometrics
- No additional right of way when compared to DEIS



# Morgan County: **Henderson Ford Road Interchange**

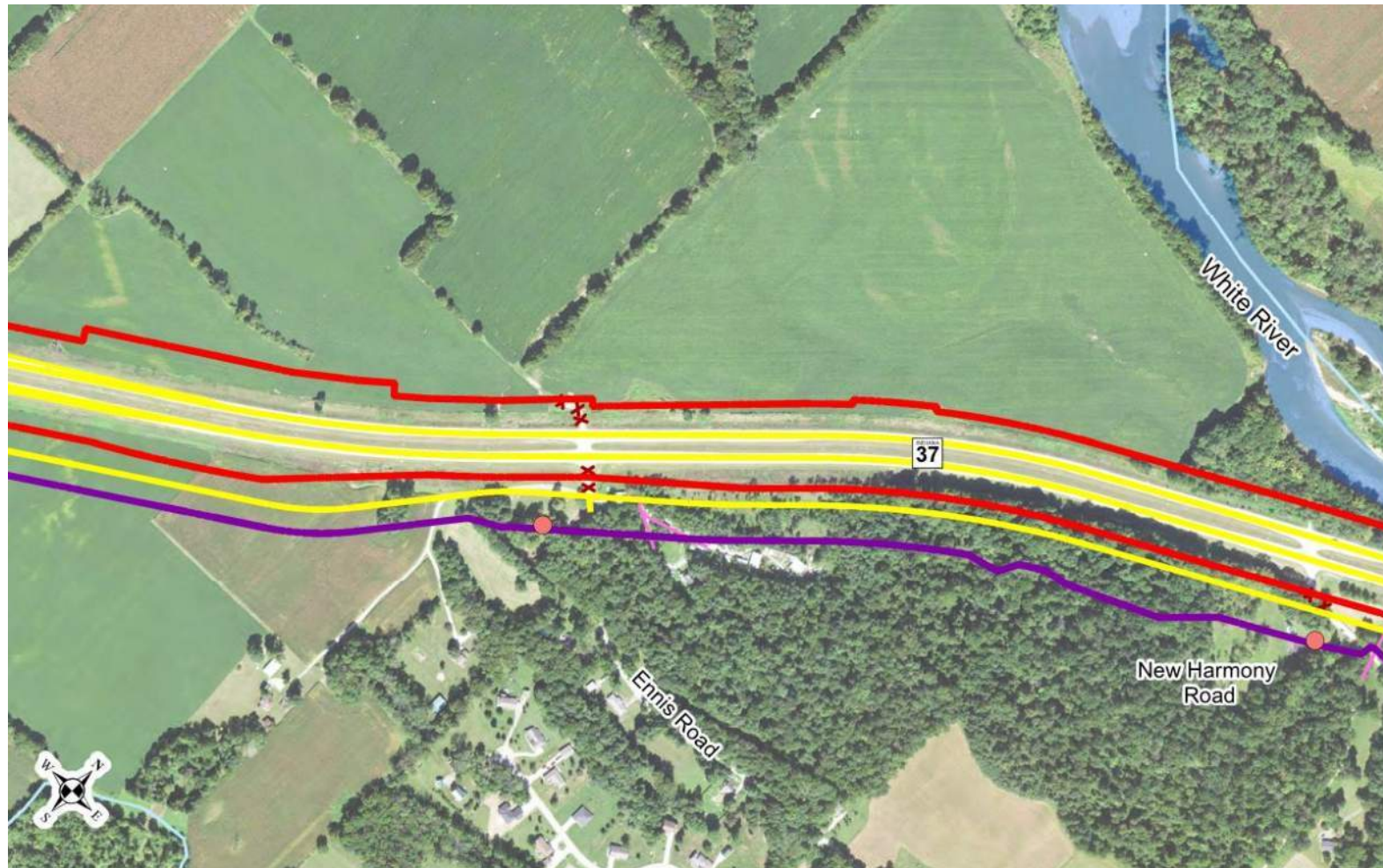
- Slight shift of interchange to lessen wetland impact and improve geometrics
- No additional right of way when compared to DEIS





# Morgan County: Ennis Road

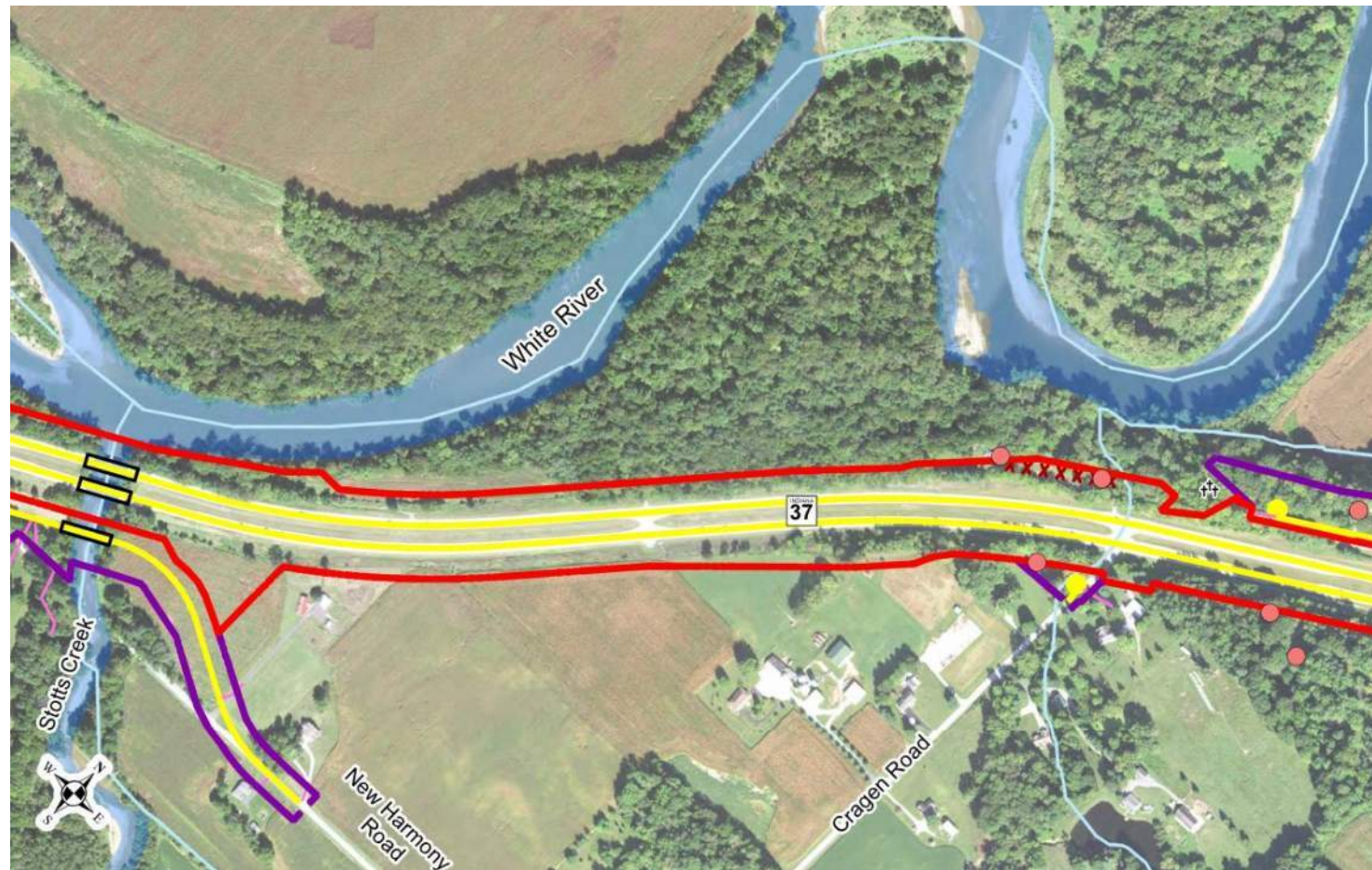
- No major refinements
- Local service road east of I-69 from Henderson Ford Road to New Harmony Road





# Morgan County: Cragen Road

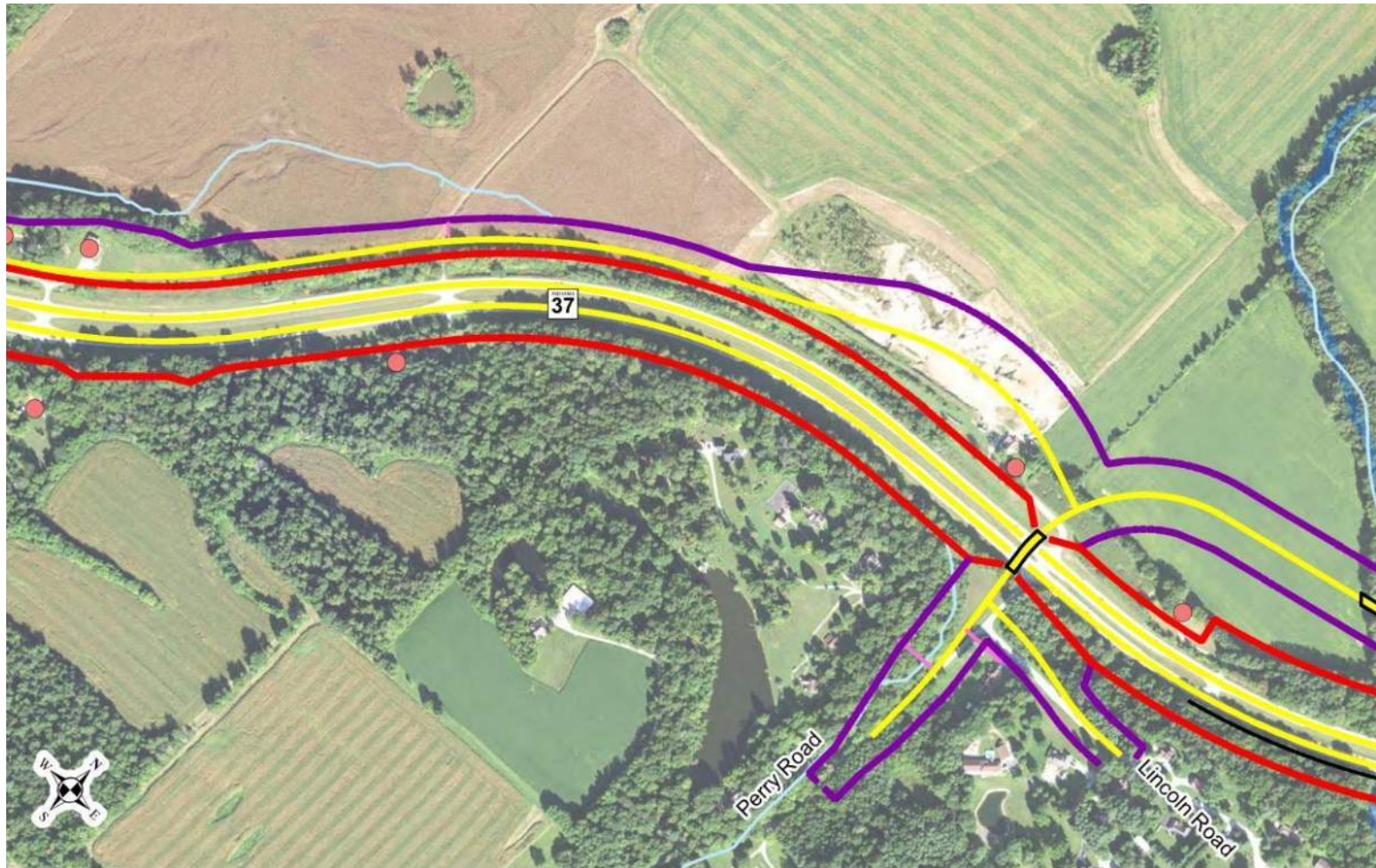
- No major refinements
- East service road includes bridge over Stotts Creek
- Cul de sac at Cragen Road





# Morgan County: Perry Road

- No major refinements
- Overpass at Perry Road





# Morgan County: Old SR 37

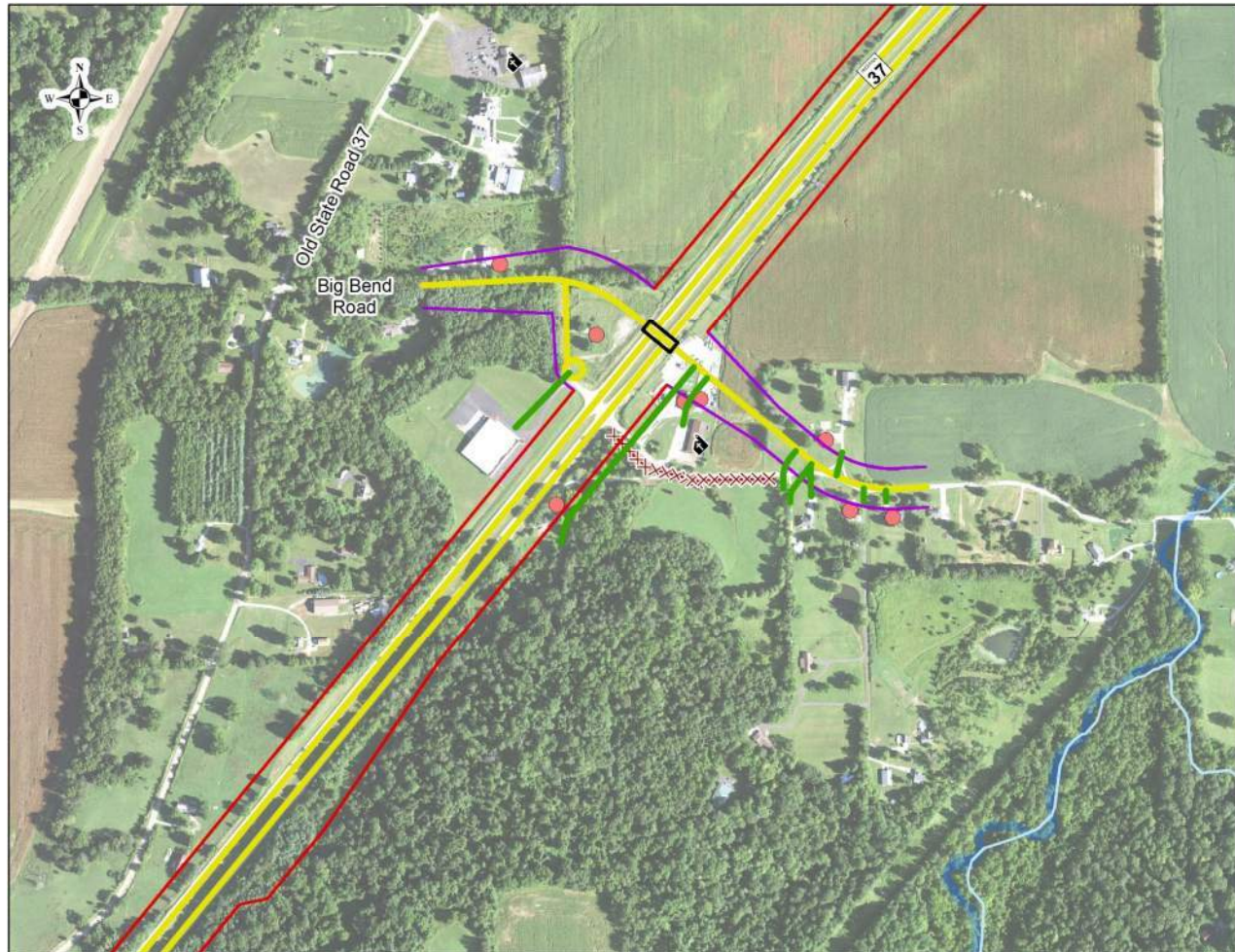
- No major refinements





# Morgan County: **Big Bend Road**

- No Big Bend bridge over I-69
- Minimizes cost by \$4M
- Reduces residential relocations by 3
- Reduces commercial relocations by 2





# Morgan County: **Big Bend Road**

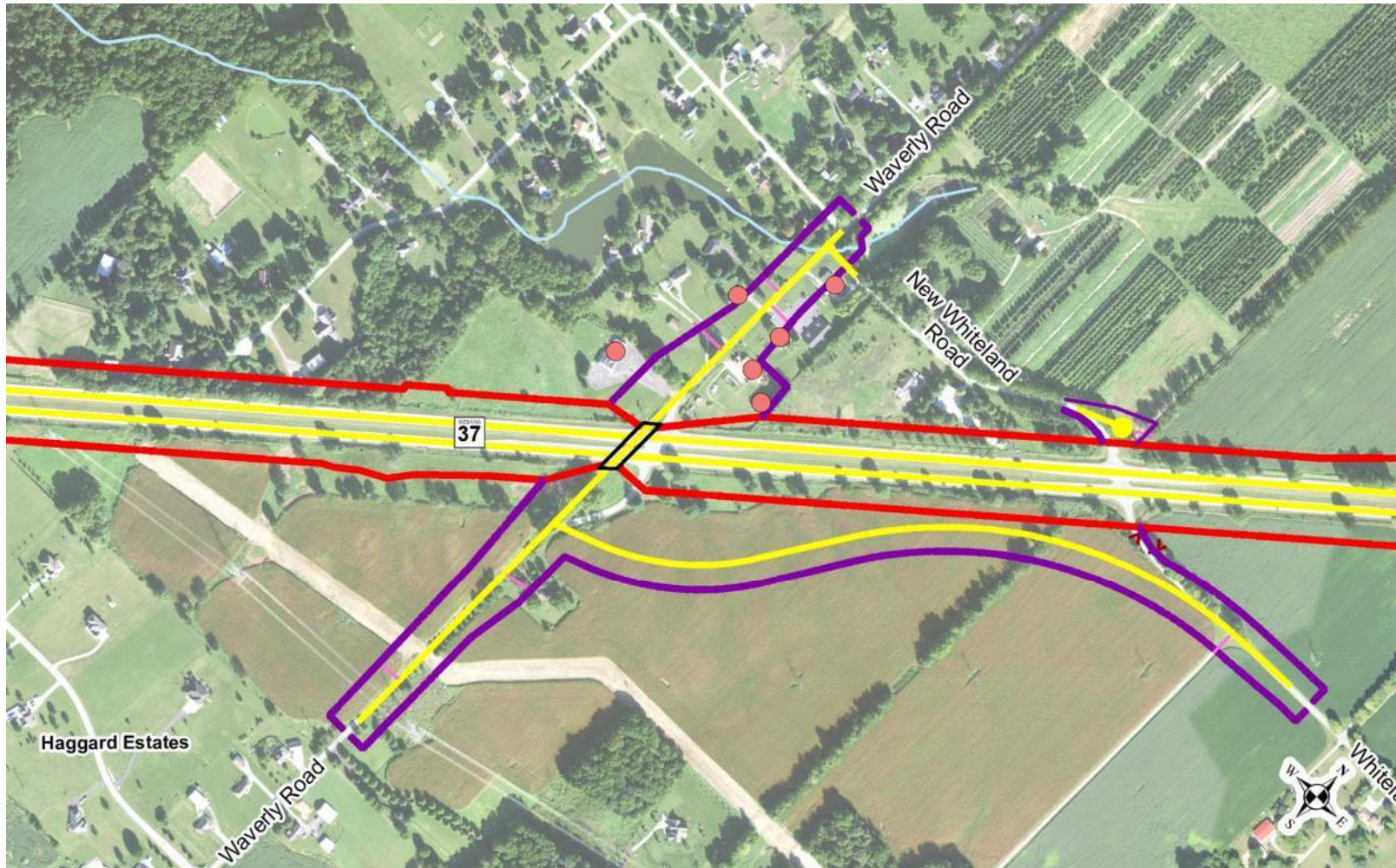
- No Big Bend bridge over I-69
- Minimizes cost by \$4M
- Reduces residential relocations by 3
- Reduces commercial relocations by 2





# Morgan County: Waverly and Whiteland Roads

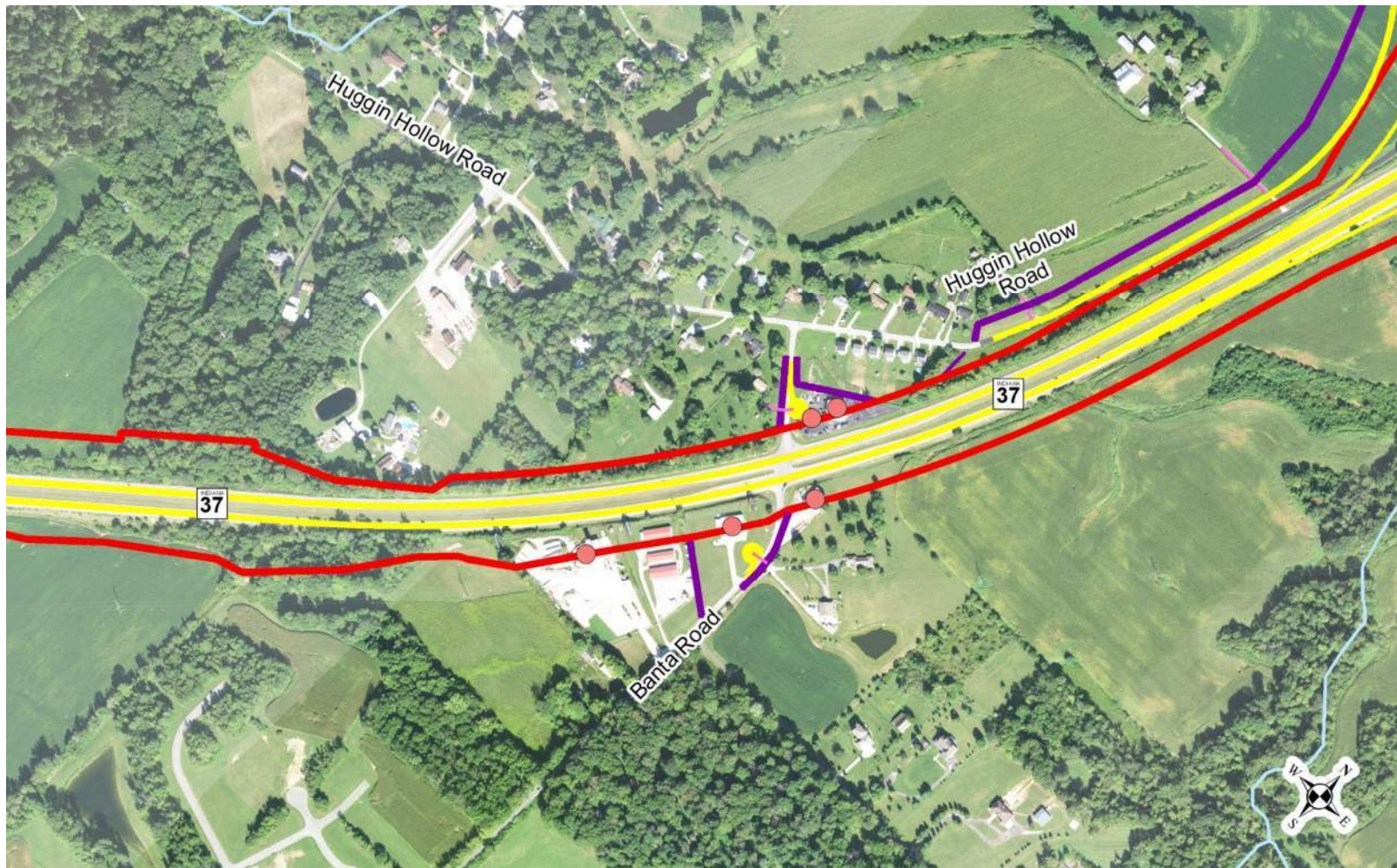
- No major refinements
- Overpass at Waverly Road
- Whiteland Road to connect to Waverly Road





# Johnson County: Banta Road

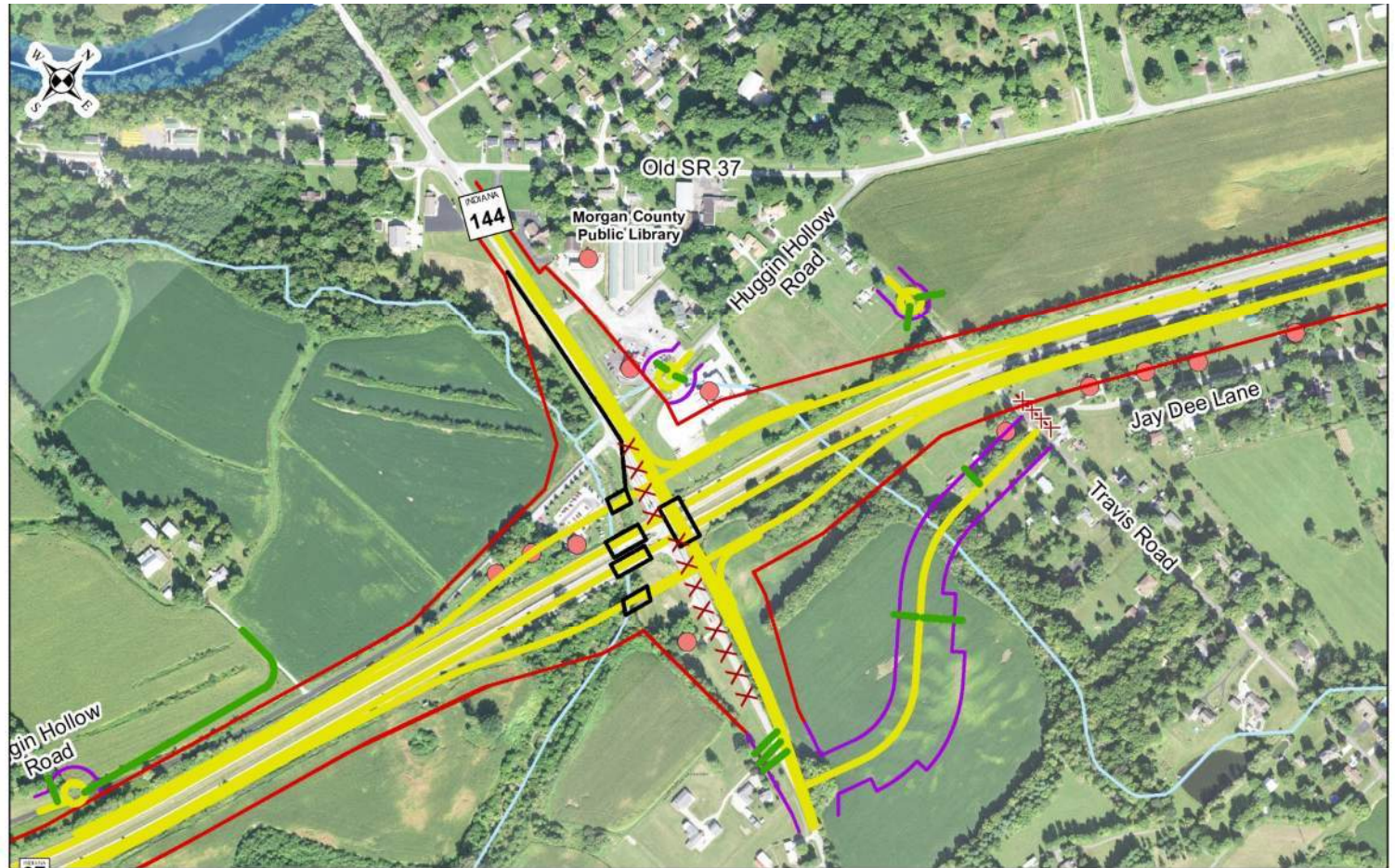
- No major refinements
- Cul de sacs at Banta Road





# Johnson County: **SR 144 Interchange**

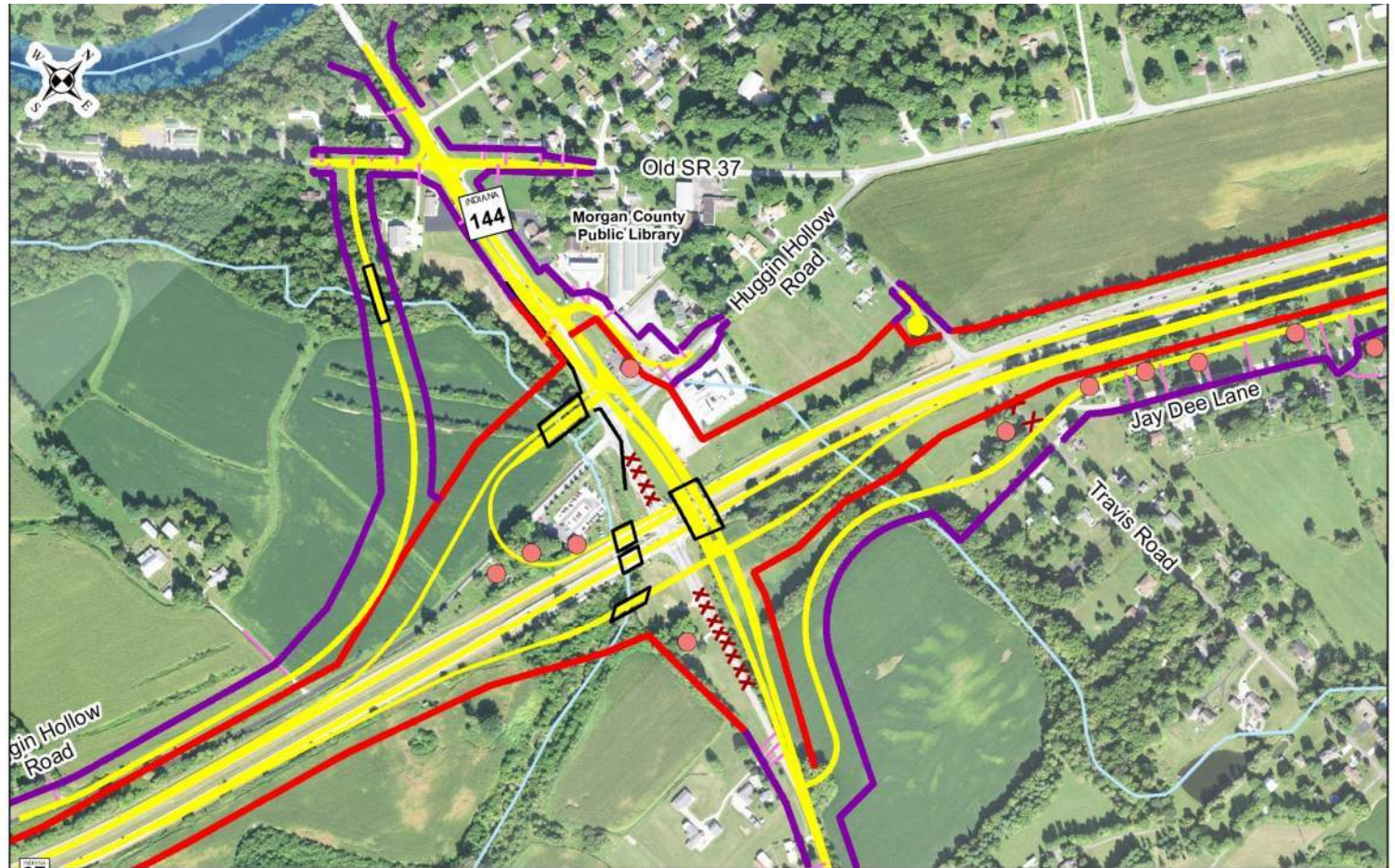
- Change in interchange type to partial folded diamond
- Reduces commercial relocations by 2
- Adds connection from Huggin Hollow Road to Old SR 37





# Johnson County: **SR 144 Interchange**

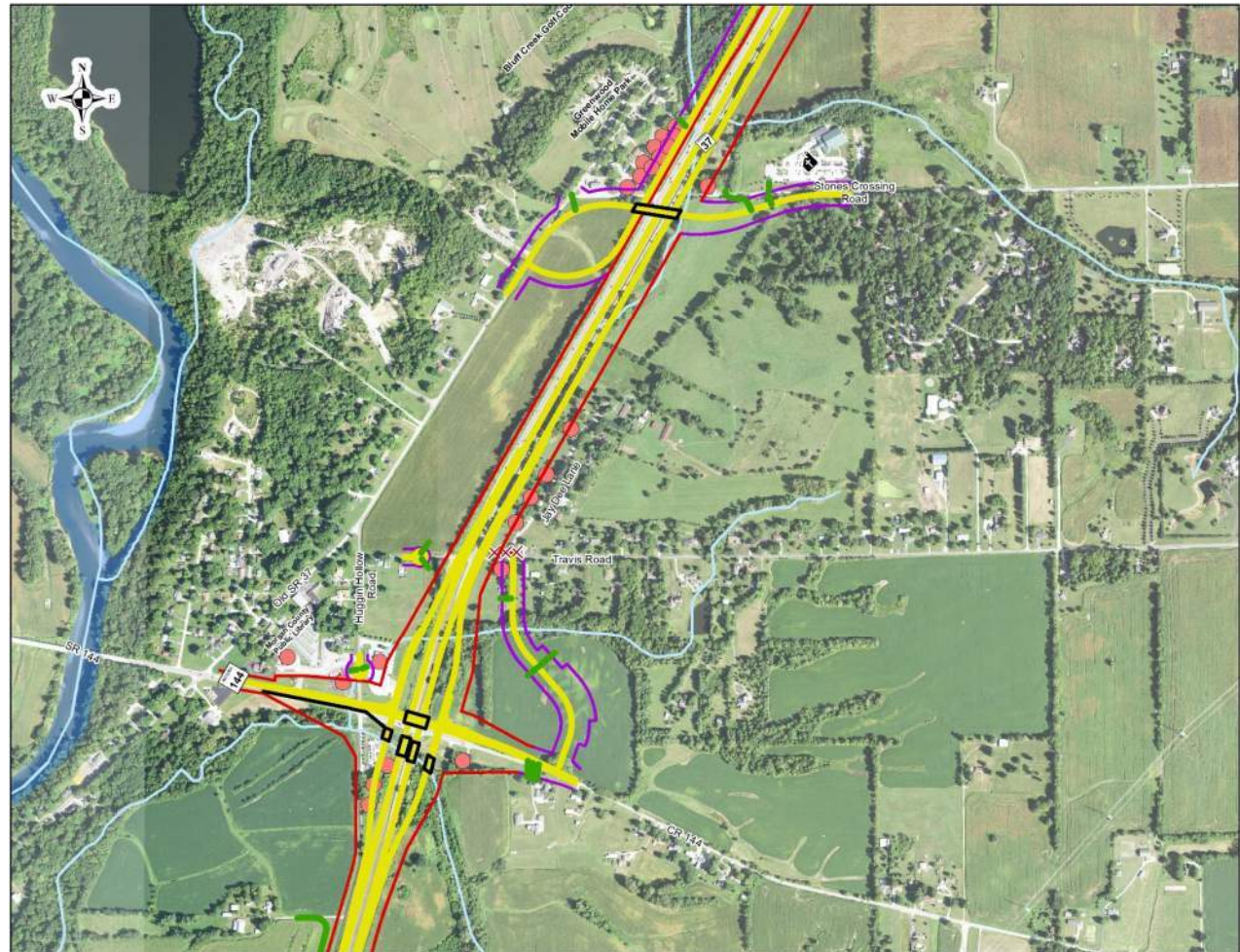
- Change in interchange type to partial folded diamond
- Reduces commercial relocations by 2
- Adds connection from Huggin Hollow Road to Old SR 37





# Johnson County: **Travis Road/Stones Crossing**

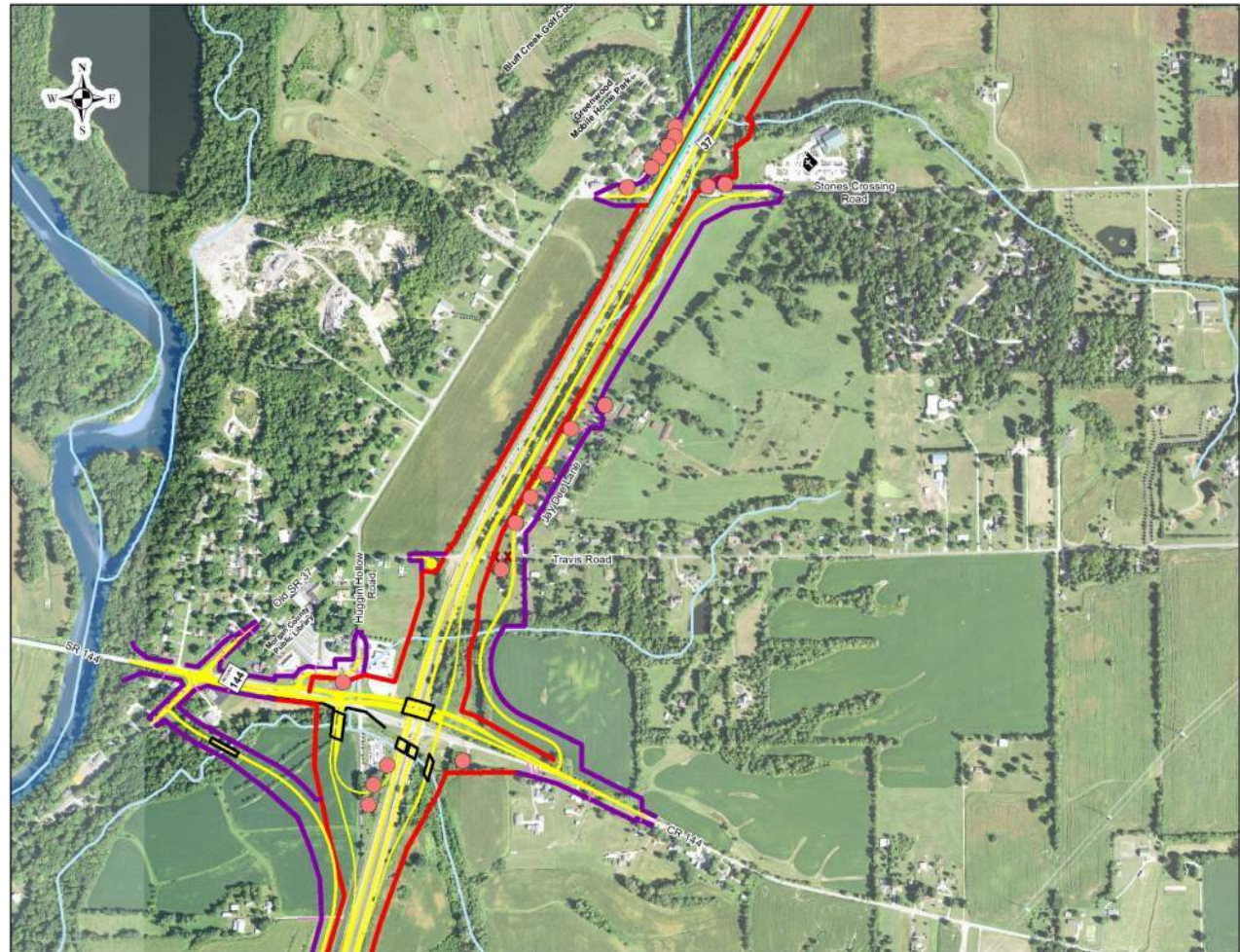
- Eliminates Stones Crossing overpass
- One additional relocation on east side of SR 37
- Reduces relocations in mobile home community
- Minimizes cost by \$8M+





# Johnson County: **Travis Road/Stones Crossing**

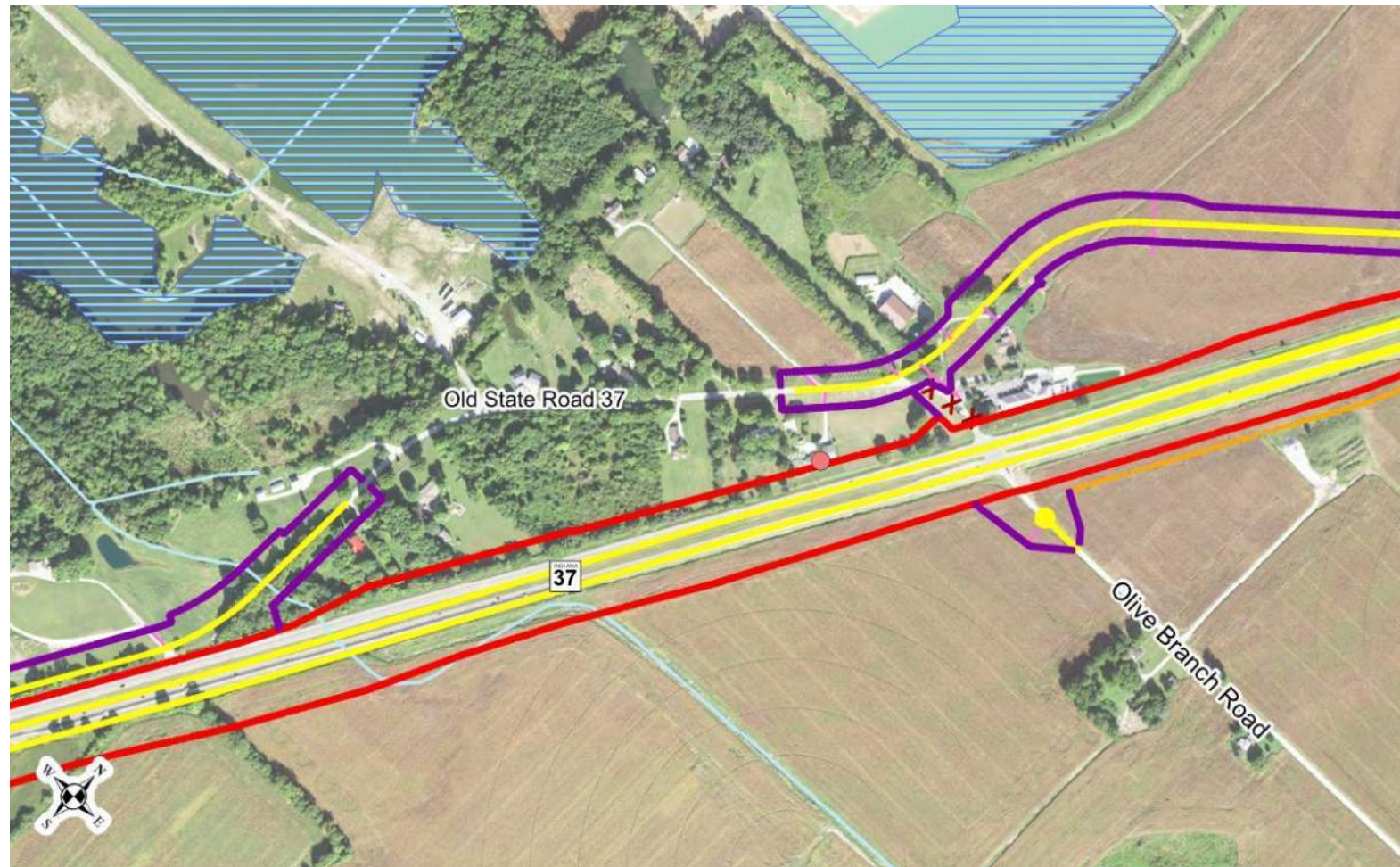
- Eliminates Stones Crossing overpass
- One additional relocation on east side of SR 37
- Reduces relocations in mobile home community
- Minimizes cost by \$8M+





# Johnson County: Olive Branch Road

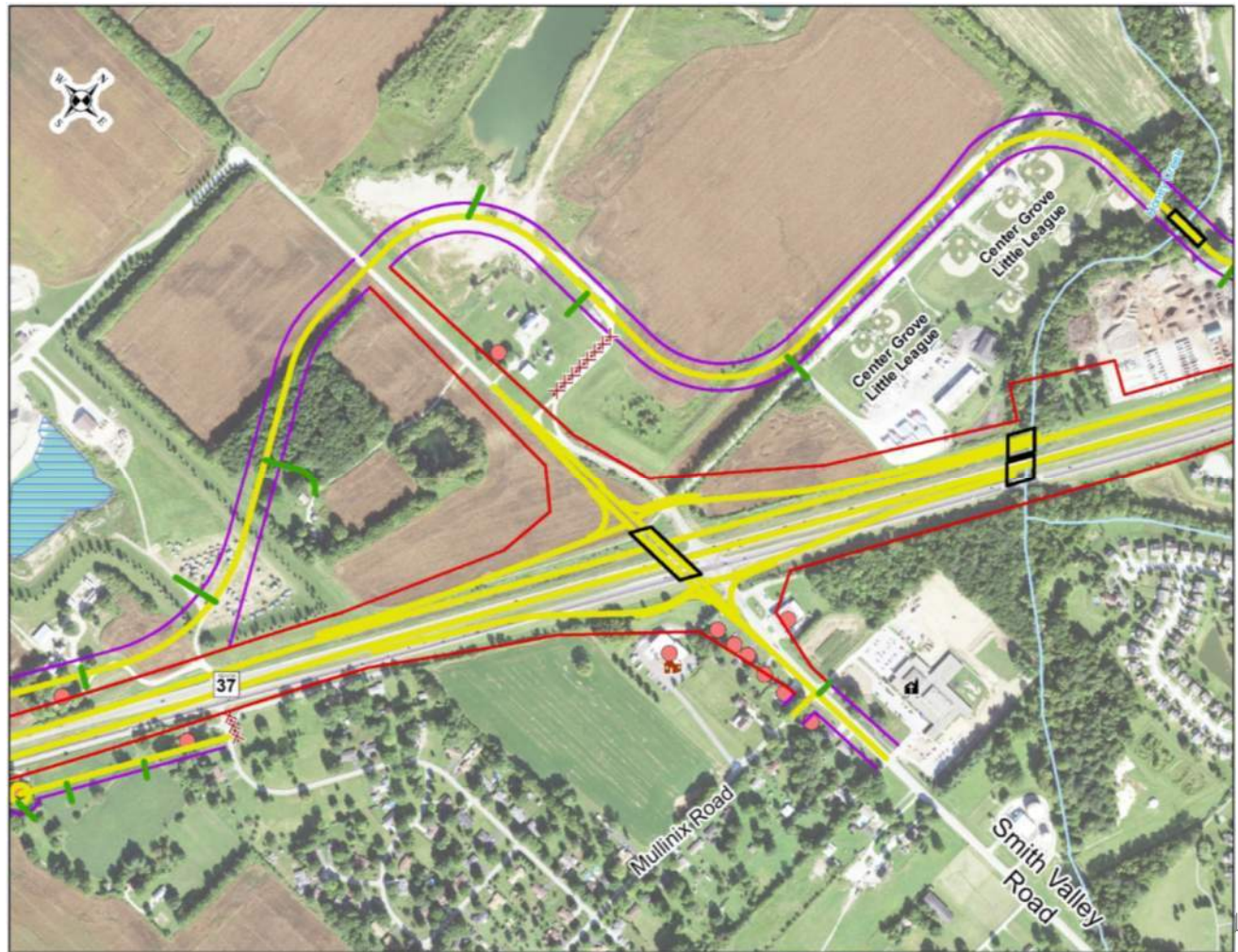
- No major refinements
- Cul de sac at Olive Branch Road
- Western service road between Stones Crossing and Smith Valley





# Johnson County: **Smith Valley Road Interchange**

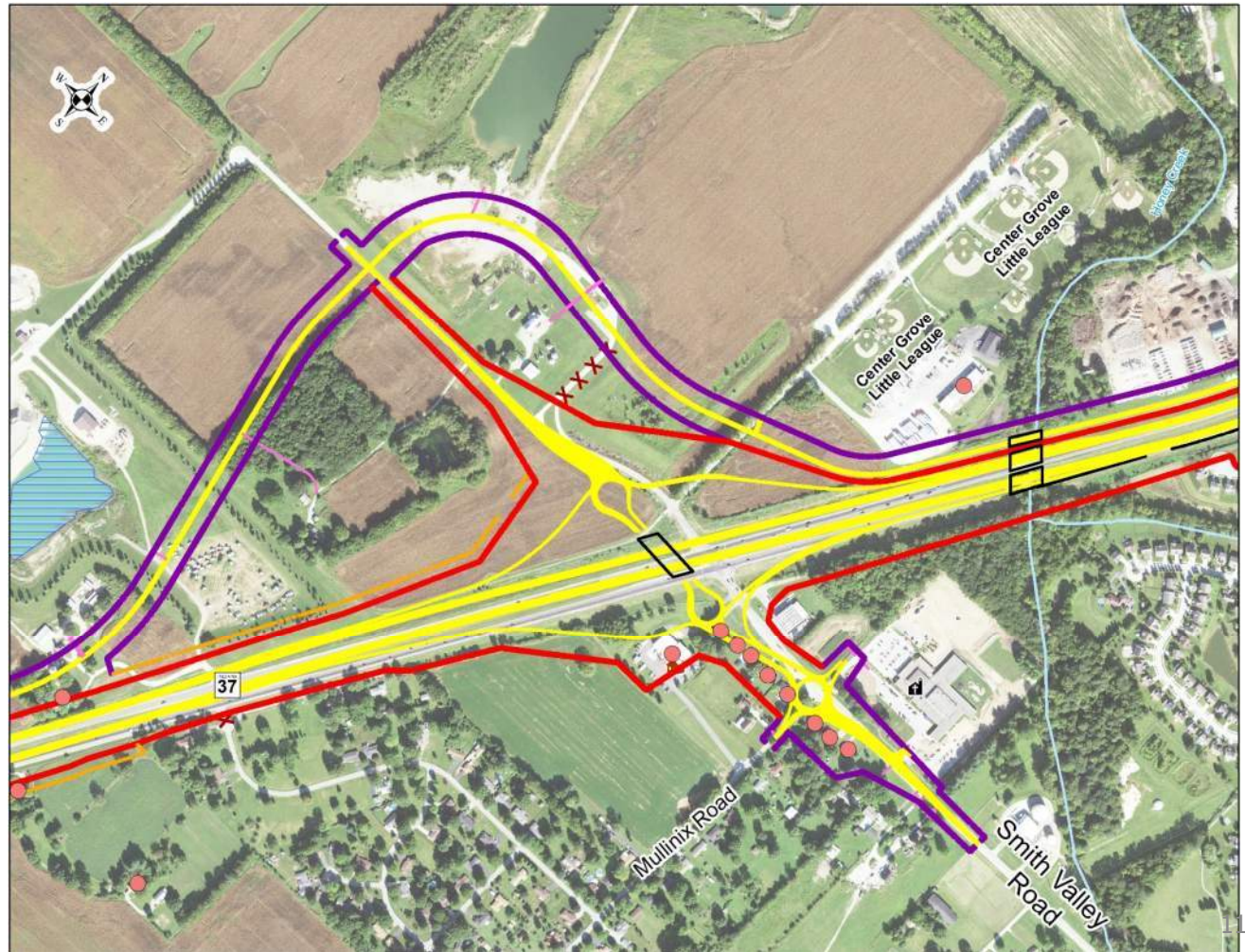
- Interchange with Smith Valley Road
- Roundabout intersections at ramps and Mullinix Road
- West service road adjacent to I-69 north of Smith Valley Rd





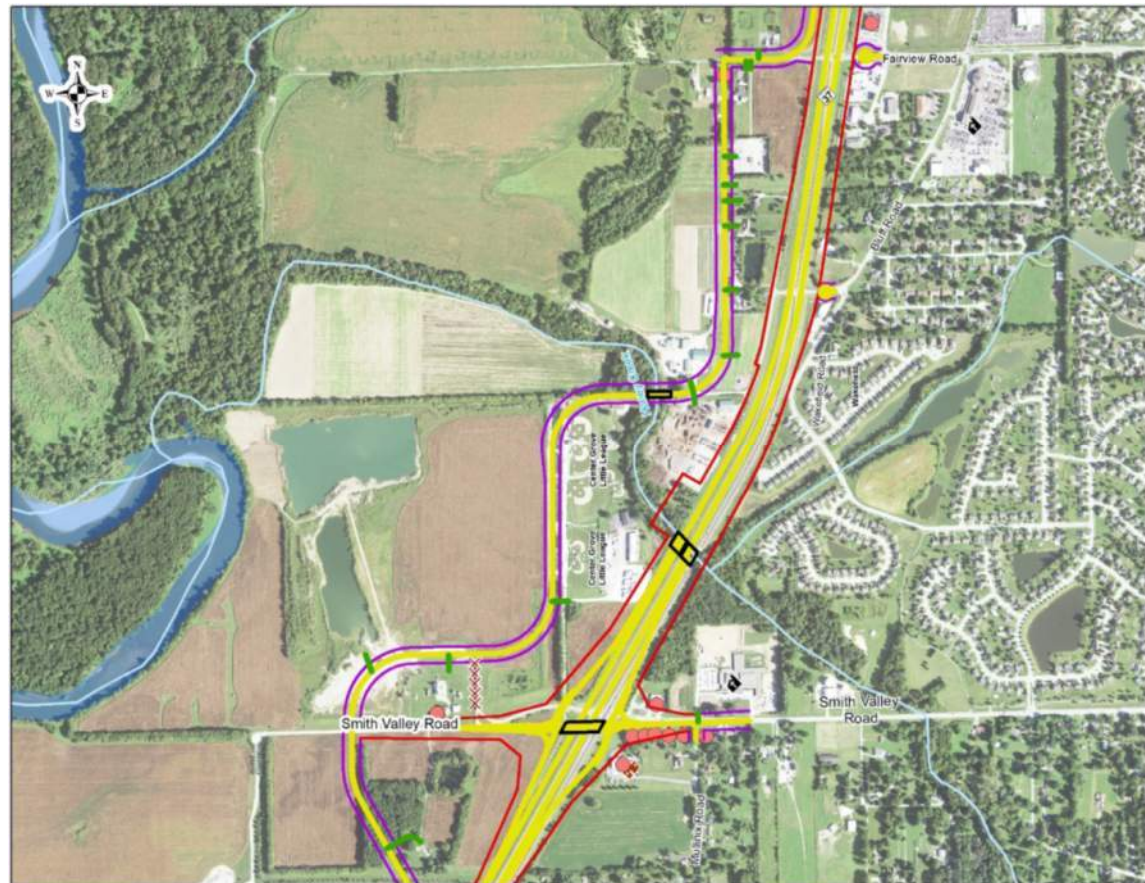
# Johnson County: **Smith Valley Road Interchange**

- Interchange with Smith Valley Road
- Roundabout intersections at ramps and Mullinix Road
- West service road adjacent to I-69 north of Smith Valley Rd



# Johnson County: **Smith Valley Rd to Fairview Rd**

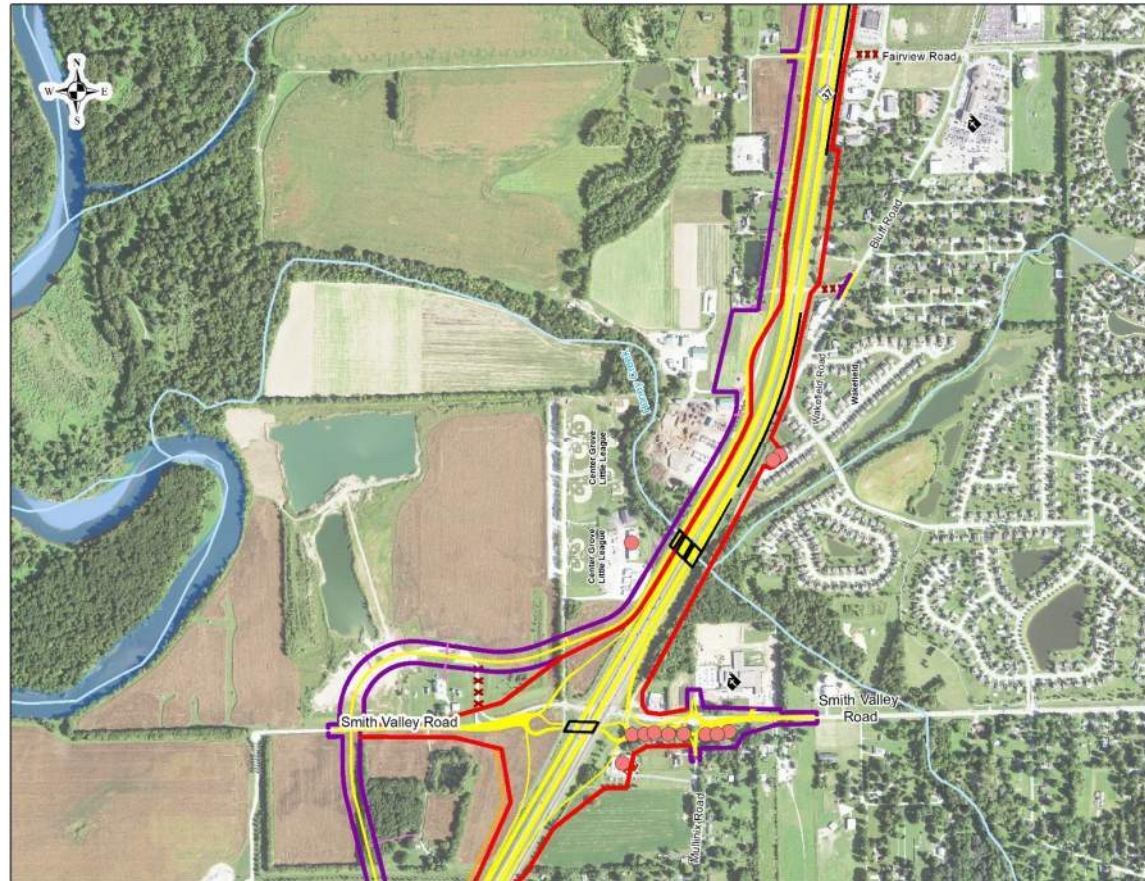
- Shift in I-69 right of way to avoid potential commercial relocation
- Minimized impacts to Center Grove Little League Diamonds
- Reduces bridge size over Honey Creek





# Johnson County: **Smith Valley Rd to Fairview Rd**

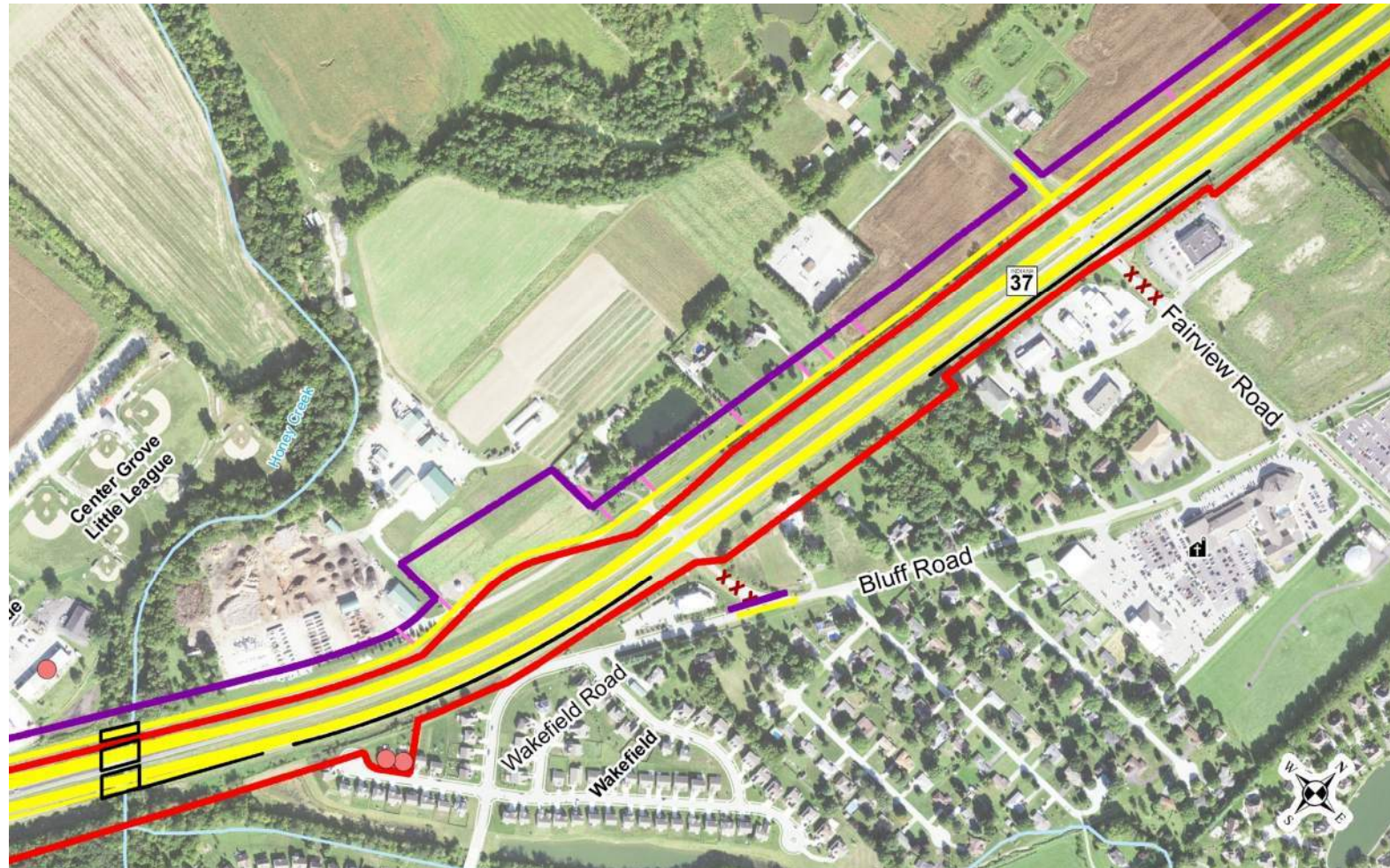
- Shift in I-69 right of way to avoid potential commercial relocation
- Minimized impacts to Center Grove Little League Diamonds
- Reduces bridge size over Honey Creek





# Johnson County: Fairview Road

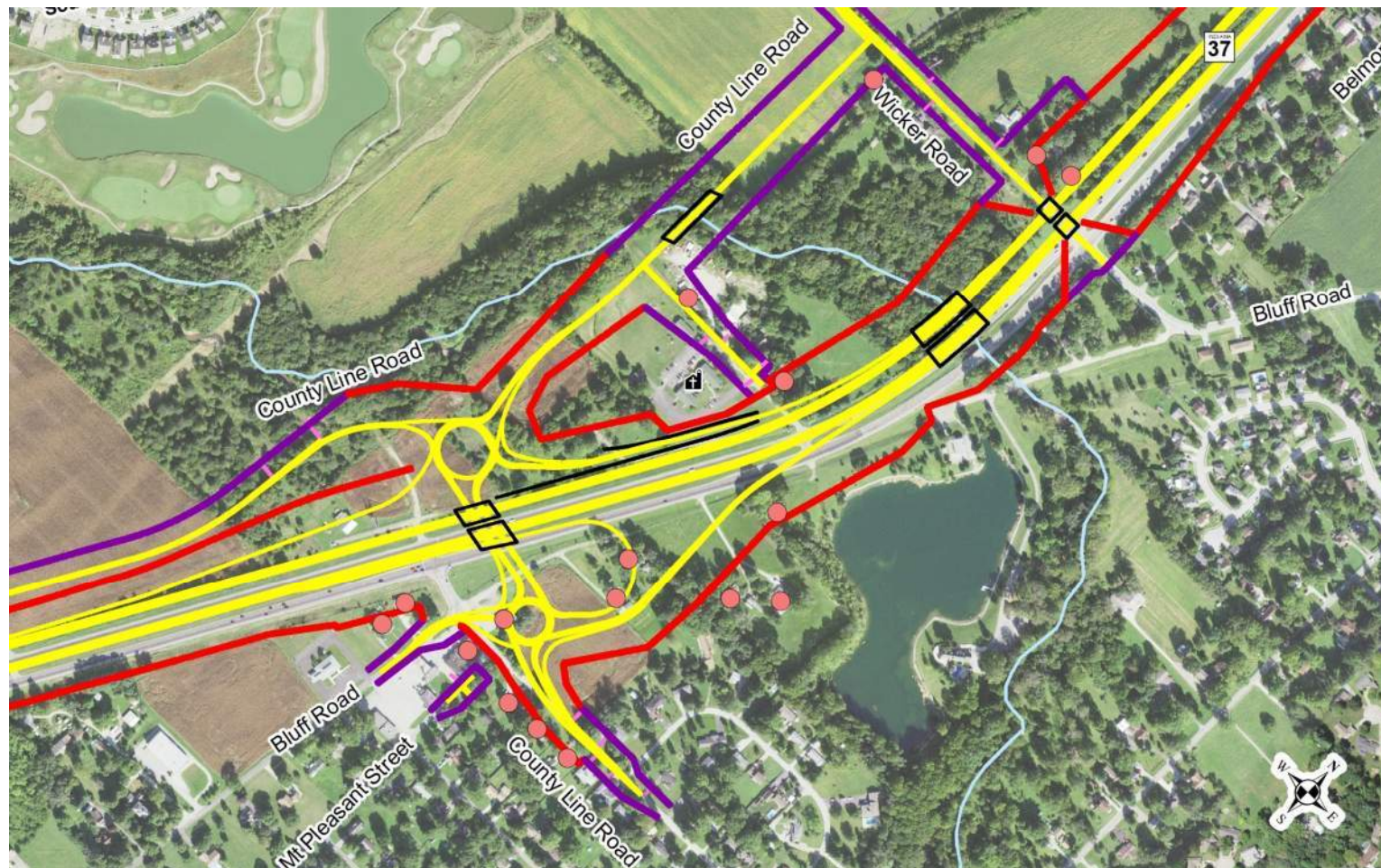
- West service road is adjacent to I-69
- SR 37 intersection with Fairview Road closed





# Johnson County: County Line Road

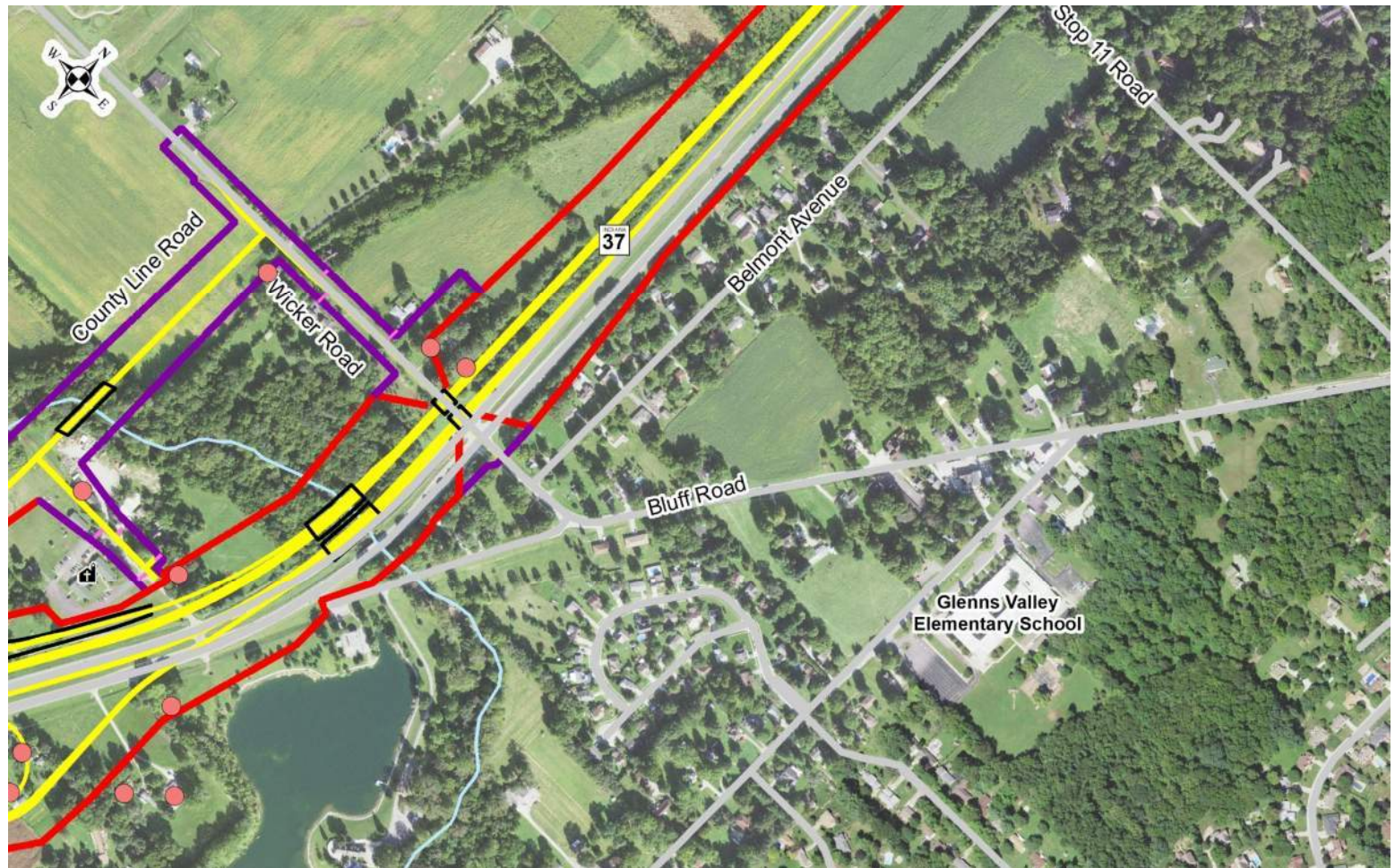
- No major refinements
- Interchange with County Line Road
- Roundabout intersections at ramps





# Marion County: Wicker Road

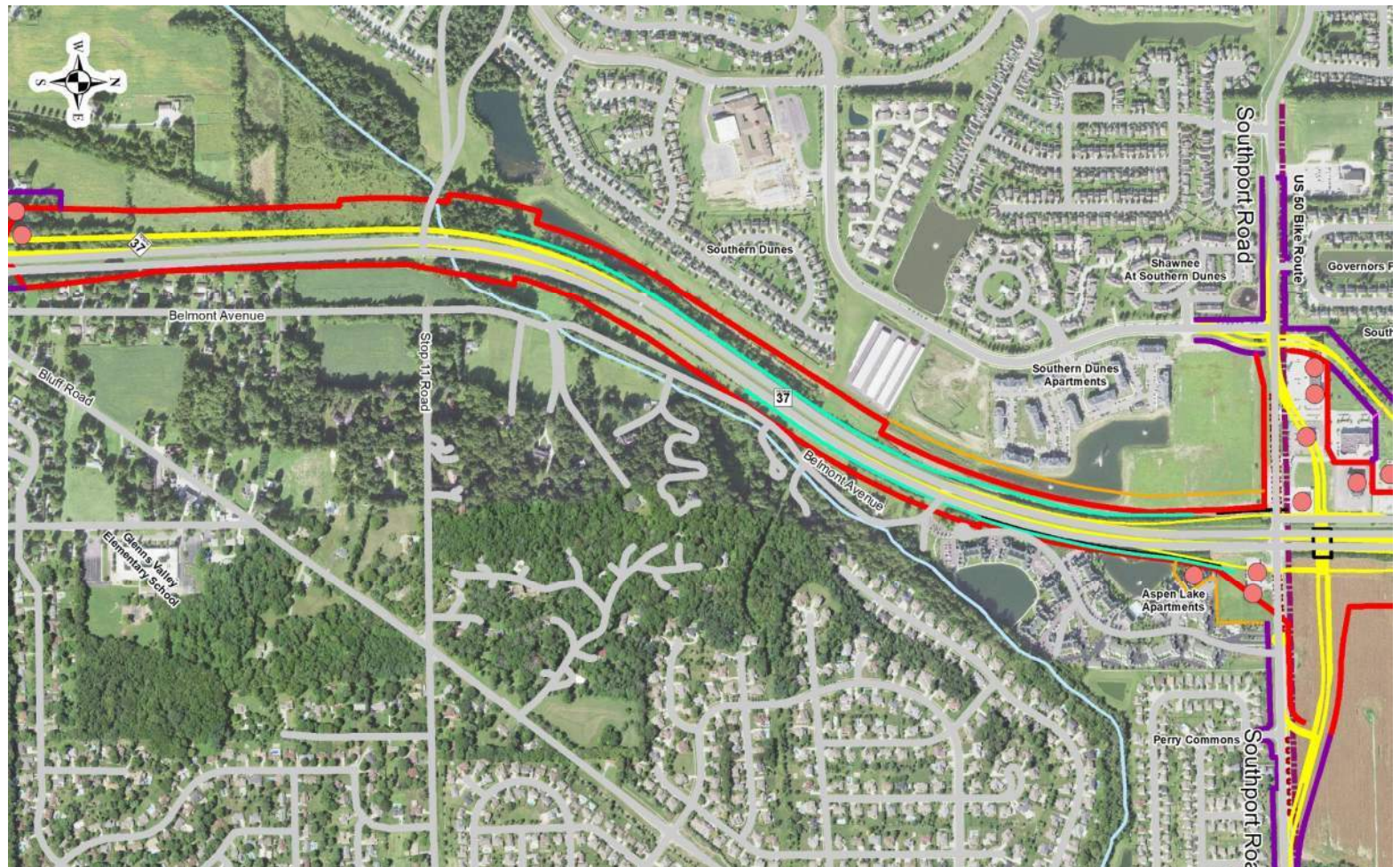
- No major refinements
- County Line Road extended to Wicker Road
- Underpass at Wicker Road





# Marion County: Belmont Avenue

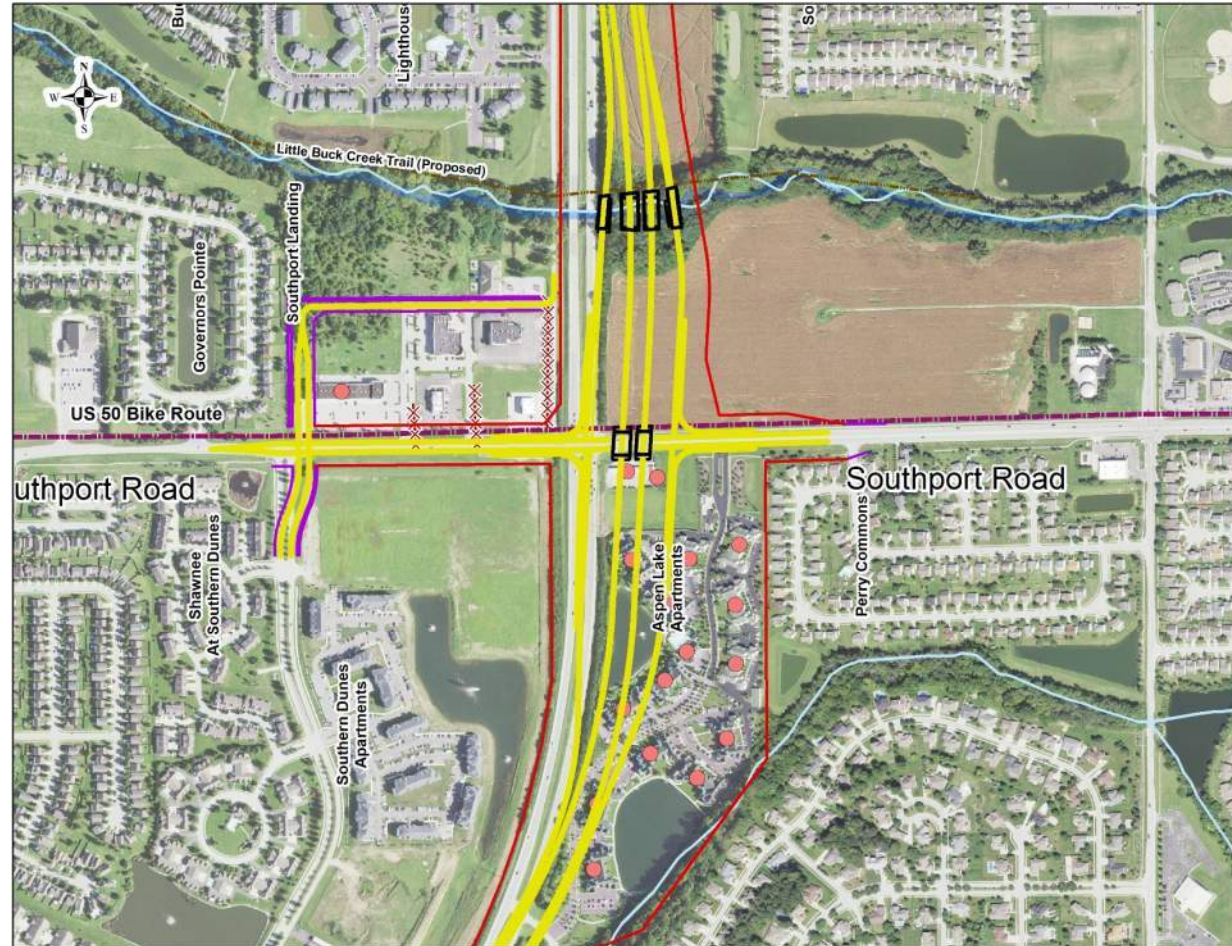
- No major refinements





# Marion County: **Southport Road**

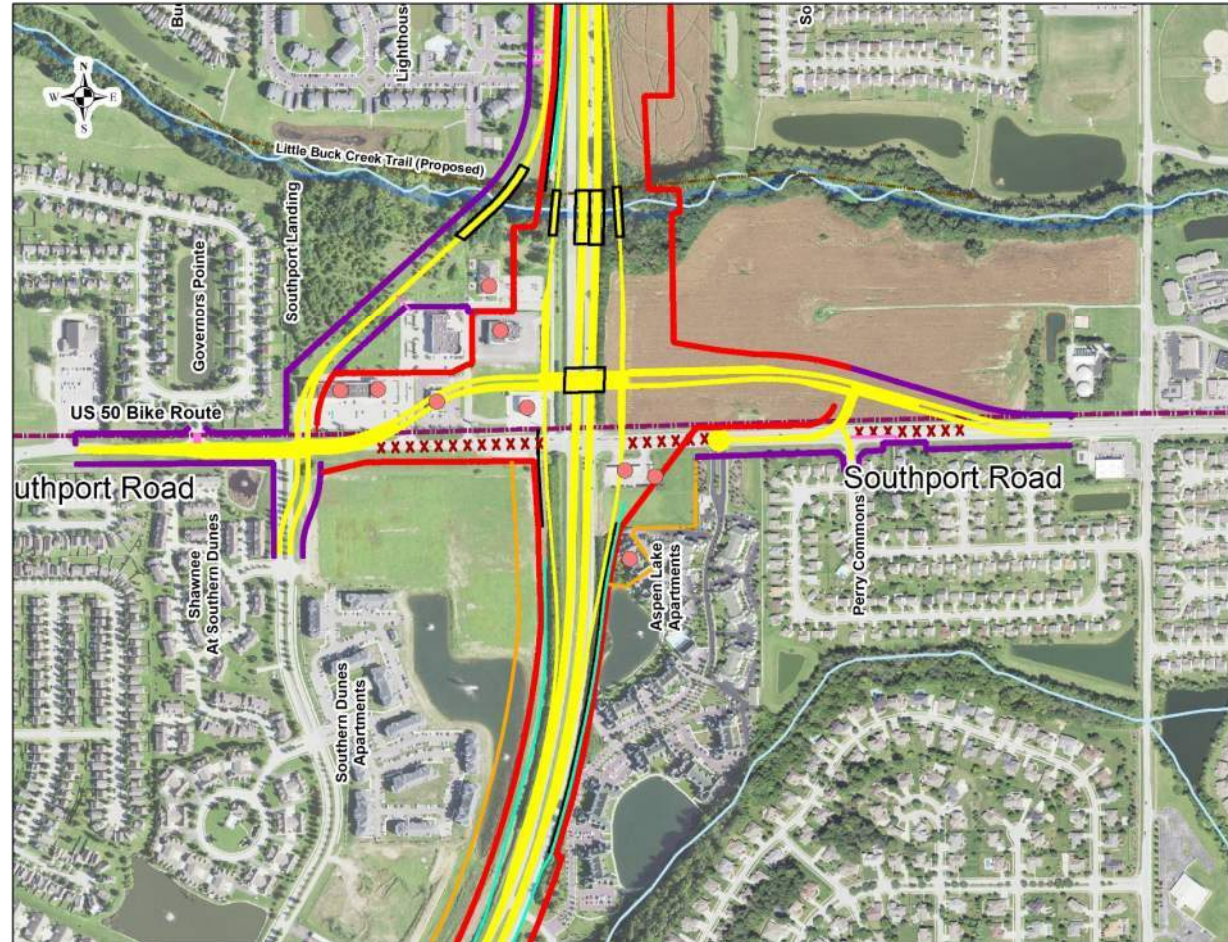
- Selection of C4B
- Avoids 320 tenant relocations
- \$20M less than C4A





# Marion County: **Southport Road**

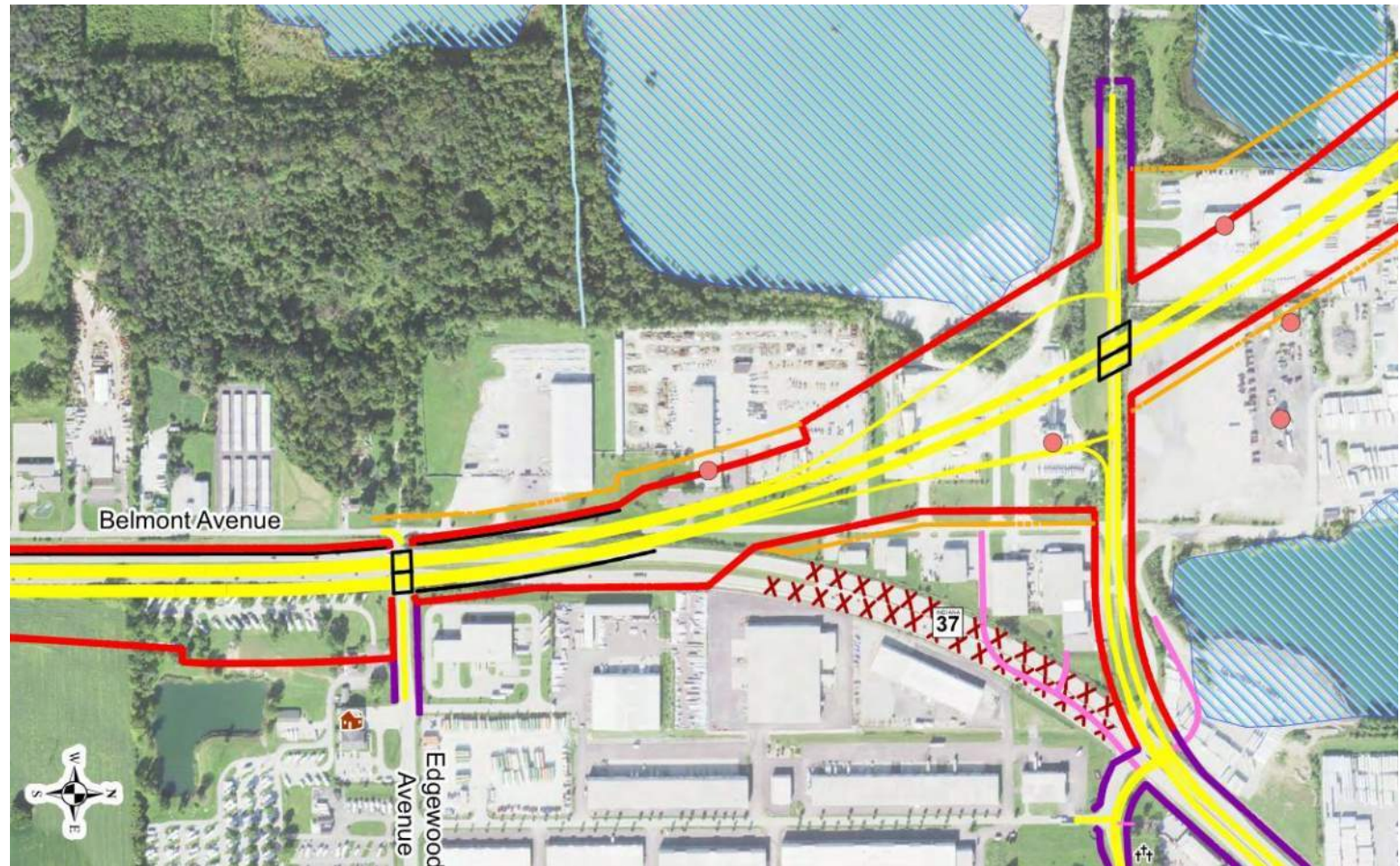
- Selection of C4B
- Avoids 320 tenant relocations
- \$20M less than C4A





# Marion County: Edgewood Avenue

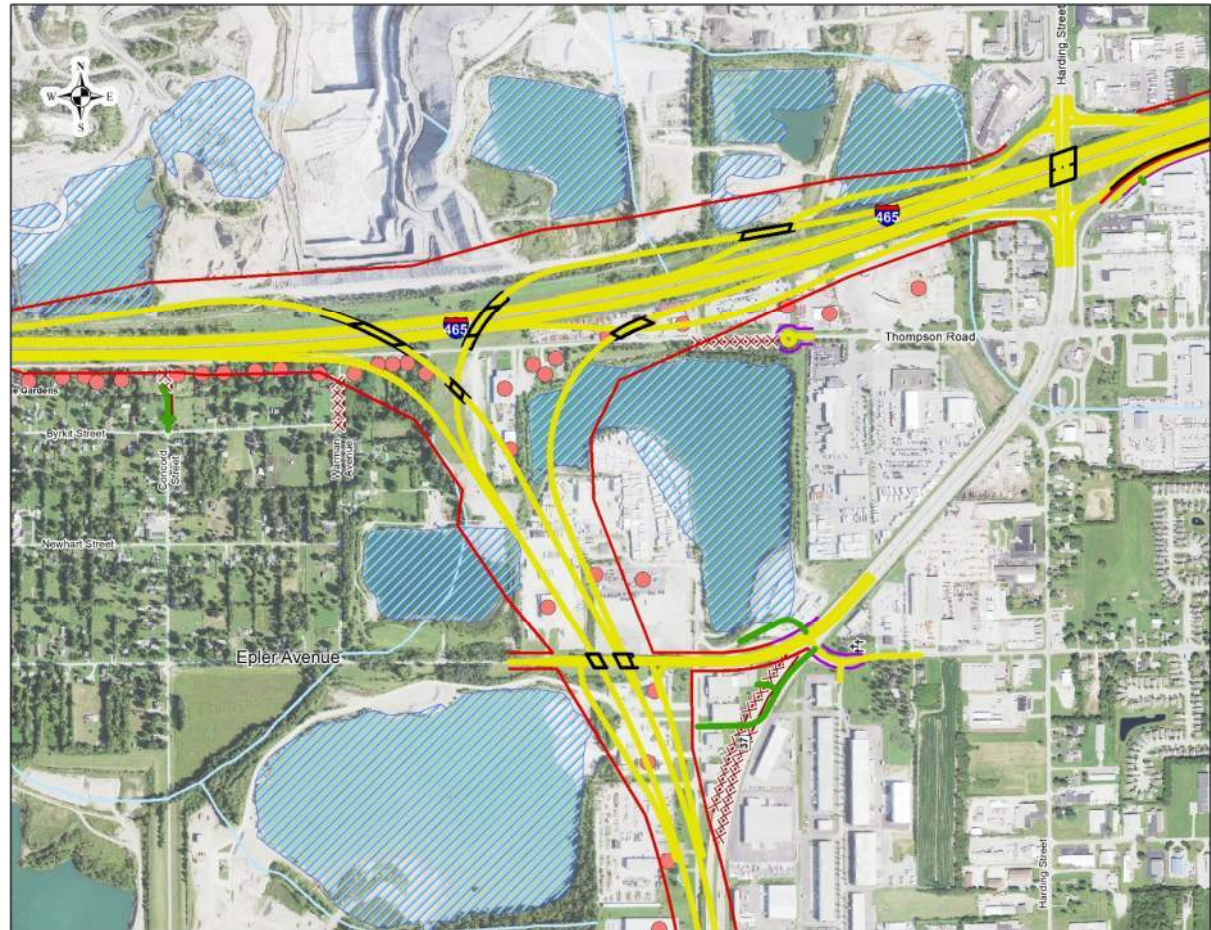
- No major refinements
- Underpass at Edgewood Avenue
- Underpass at Epler Avenue
- Exit ramp from I-69 Northbound and Entrance ramp to I-69 Southbound at Epler





# Marion County: I-465 Interchange

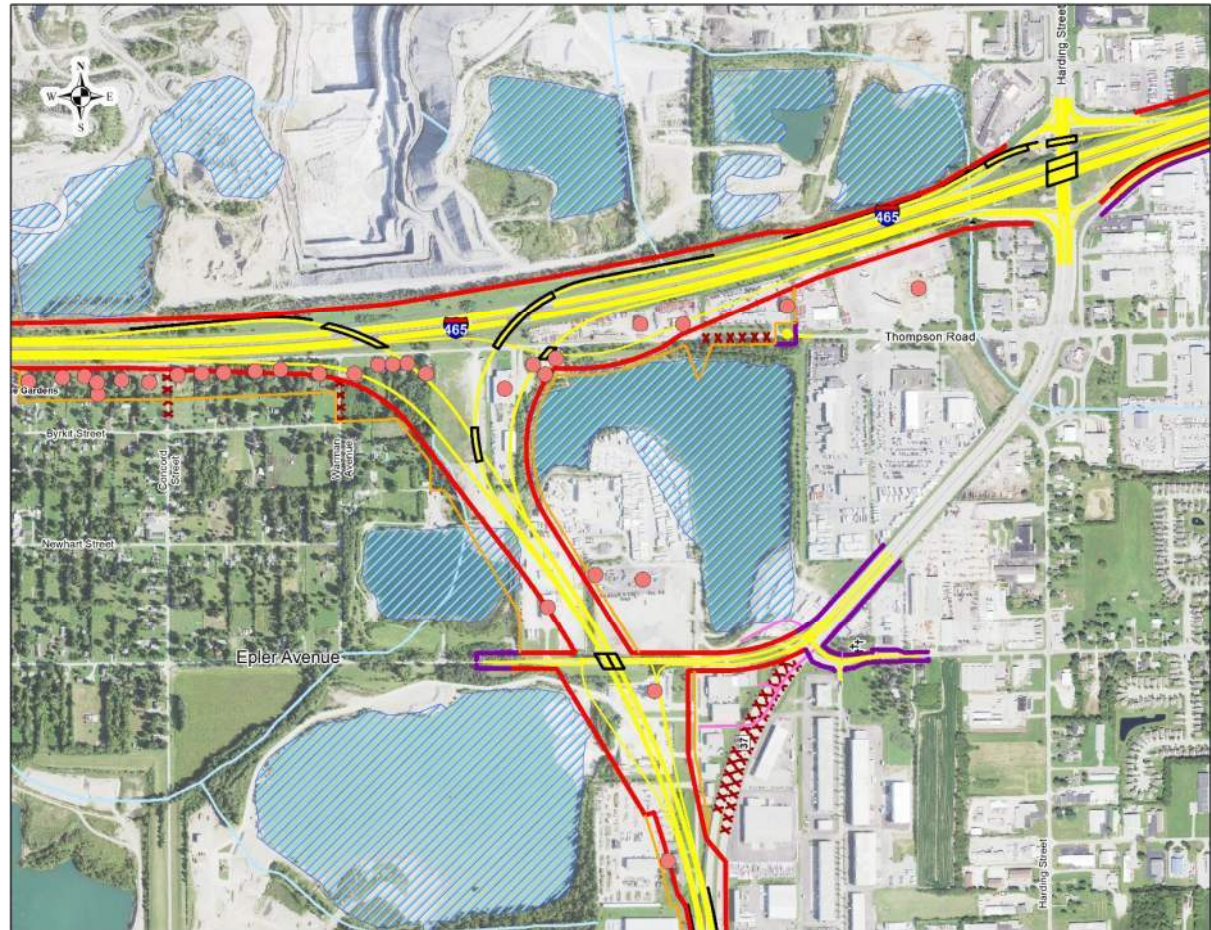
- Minimizes right of way requirements
- Minimizes utility impacts
- Reduces impacts to the Hanson Aggregates by 49 acres





# Marion County: I-465 Interchange

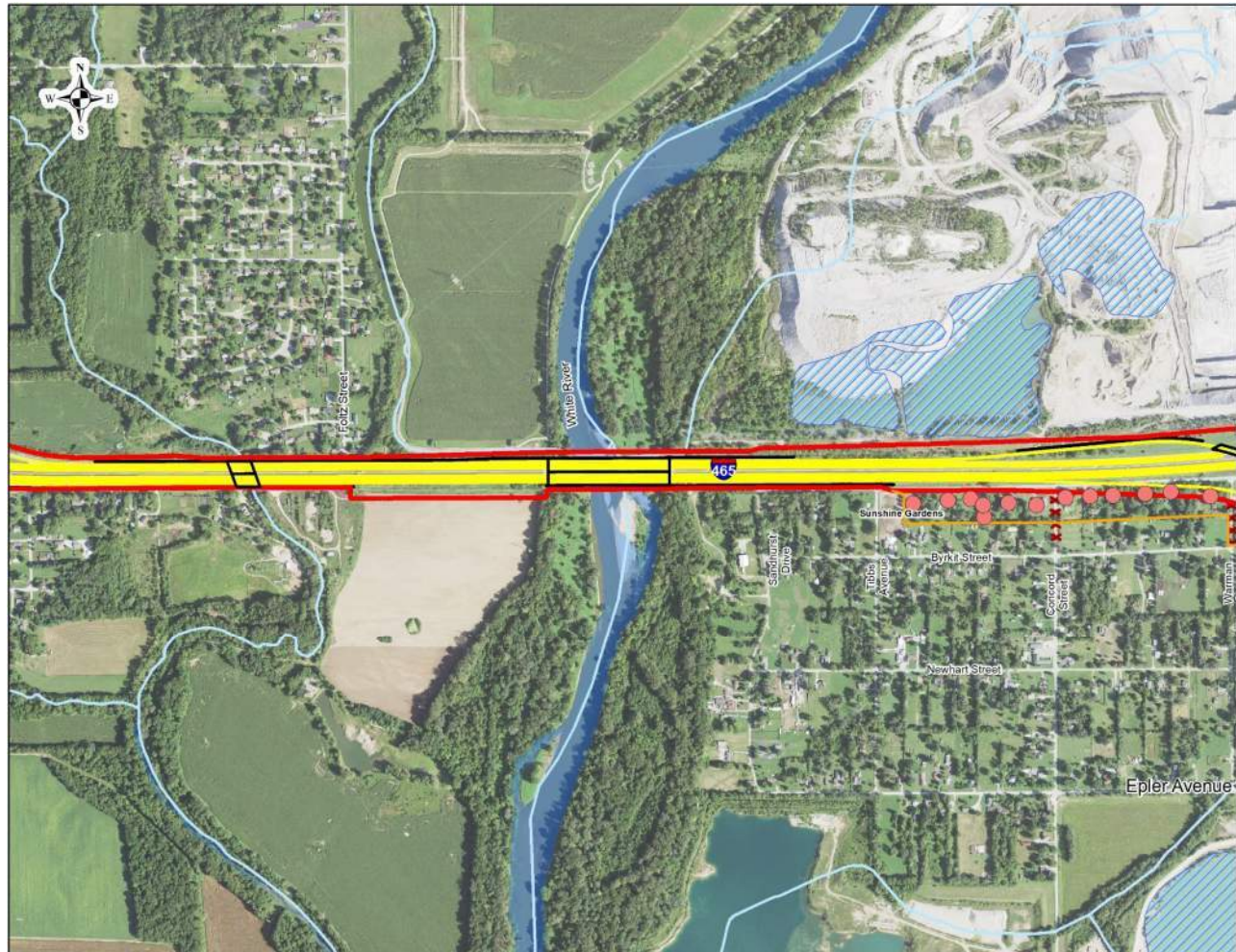
- Minimizes right of way requirements
- Minimizes utility impacts
- Reduces impacts to the Hanson Aggregates by 49 acres





# Marion County: I-465 at White River

- Bridge replacement
  - Two options
    - Reduced number of piers
- OR
- Widening existing piers





# Marion County: I-465/Mann Rd

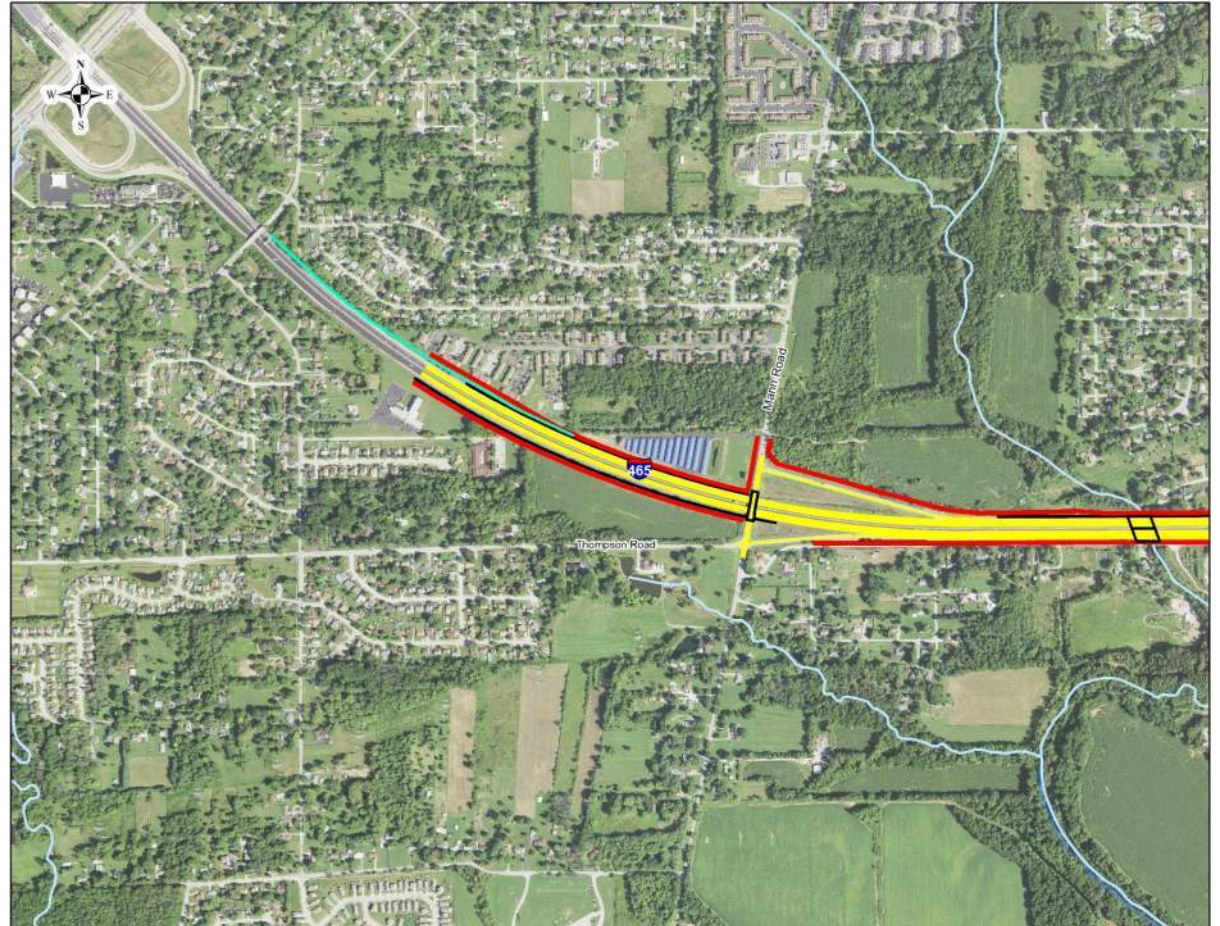
- Potential noise wall located on north side of I-465 just west of Mann Road
- Lane drop location shortened by 3,800 feet





# Marion County: I-465/Mann Rd

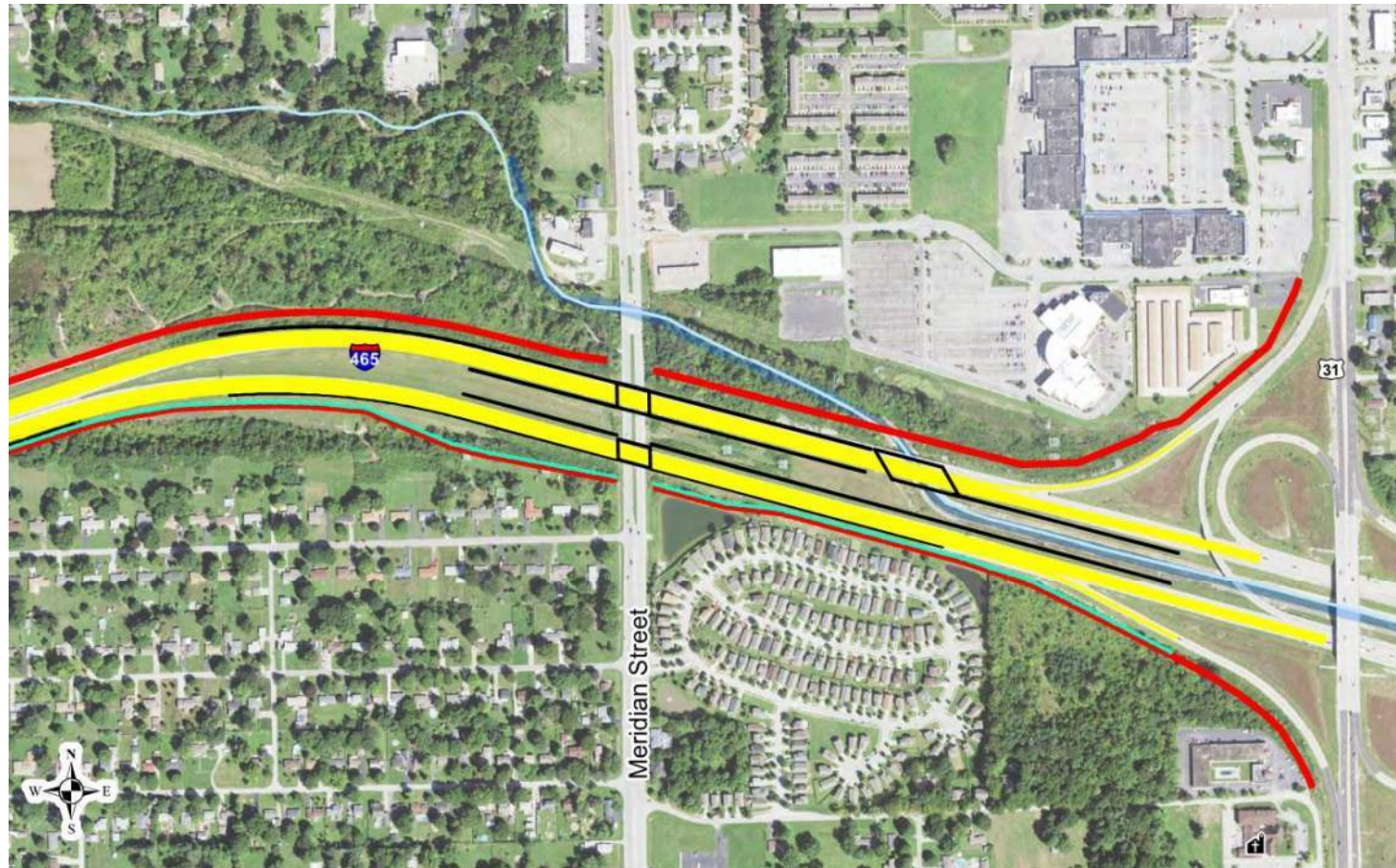
- Potential noise wall located on north side of I-465 just west of Mann Road
- Lane drop location shortened by 3,800 feet





# Marion County: I-465/US 31

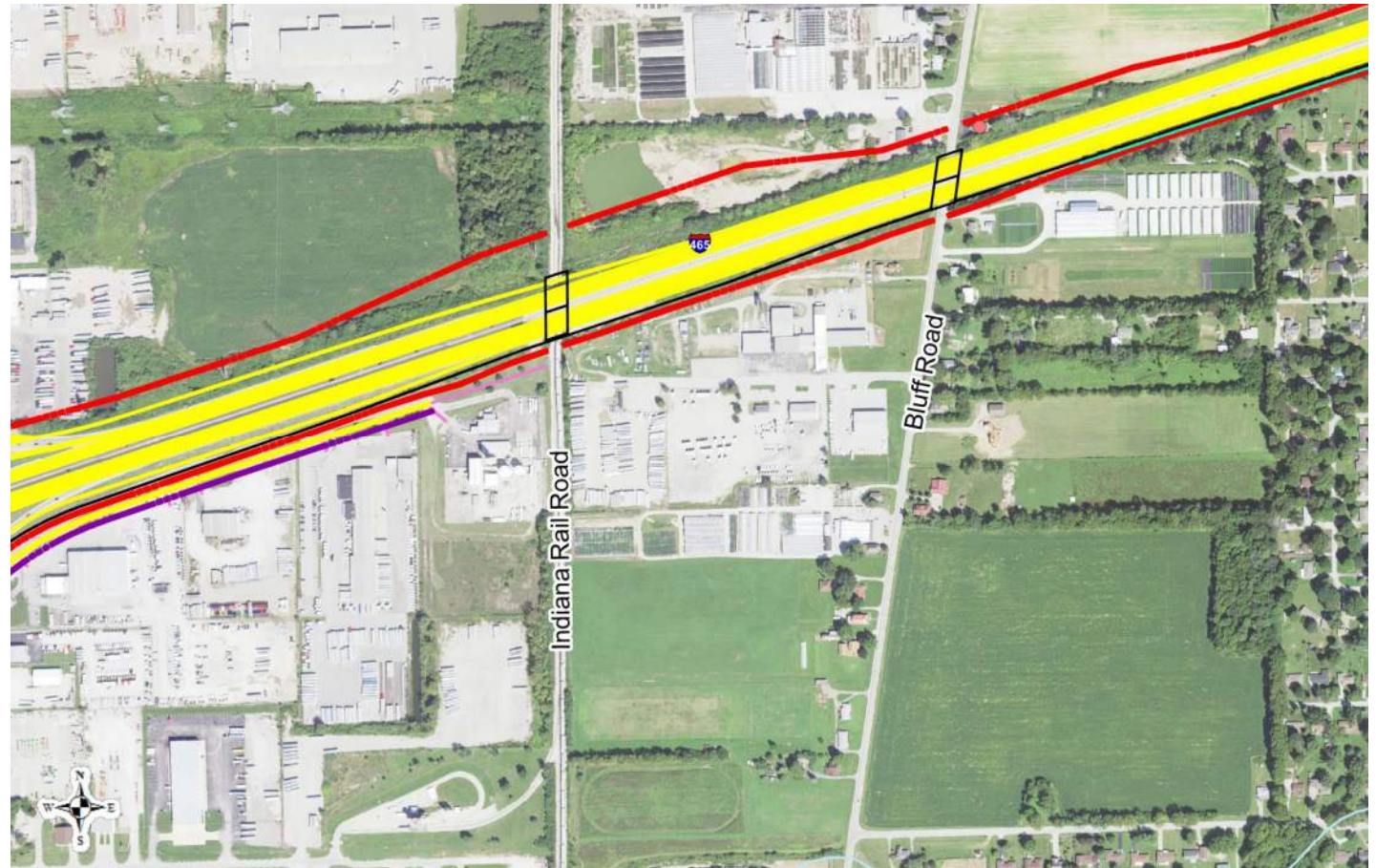
- No major refinements





# Marion County: I-465/Bluff Road

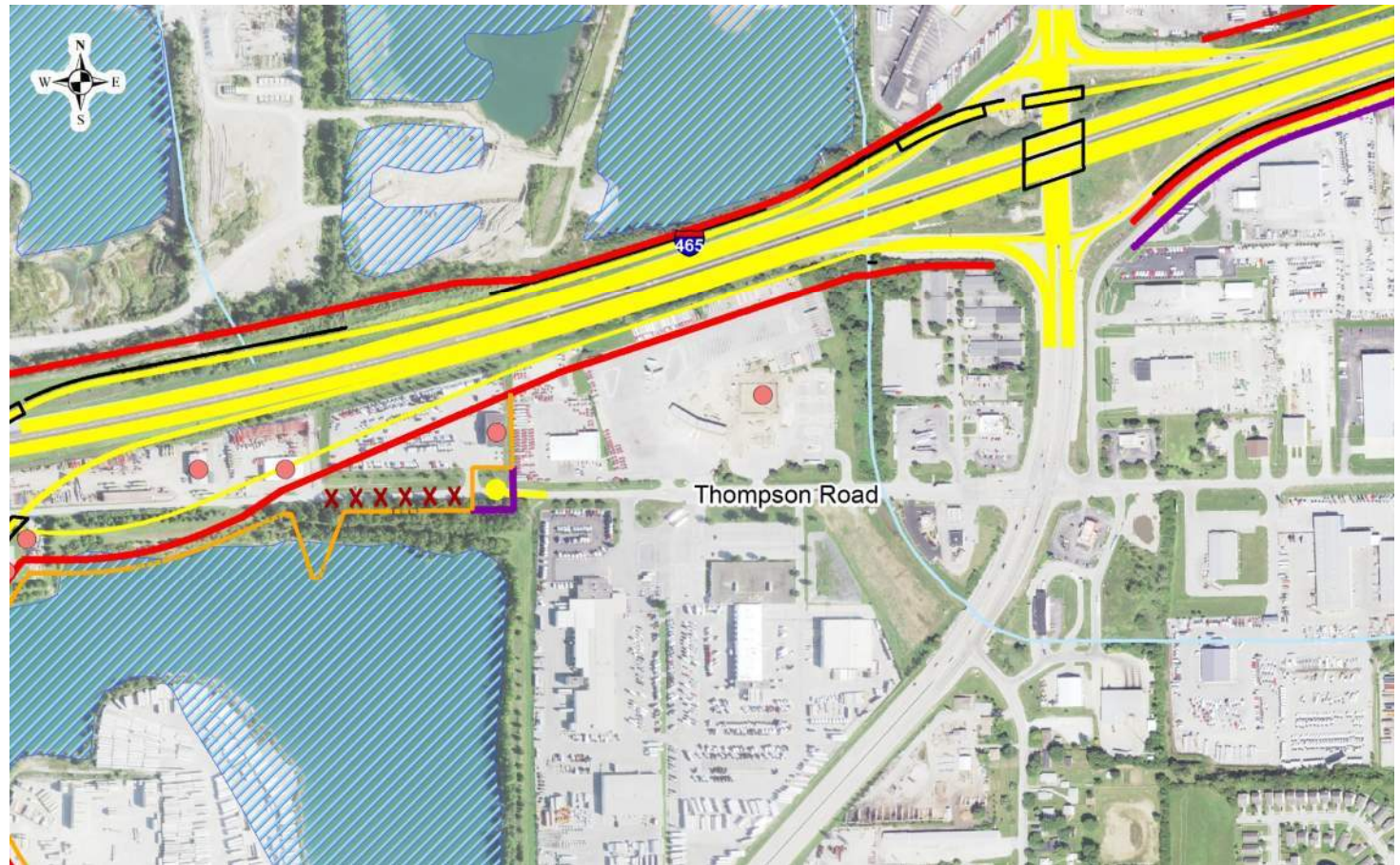
- No major refinements
- I-465 reconstructed 2' higher for adequate vertical clearance at Bluff Road





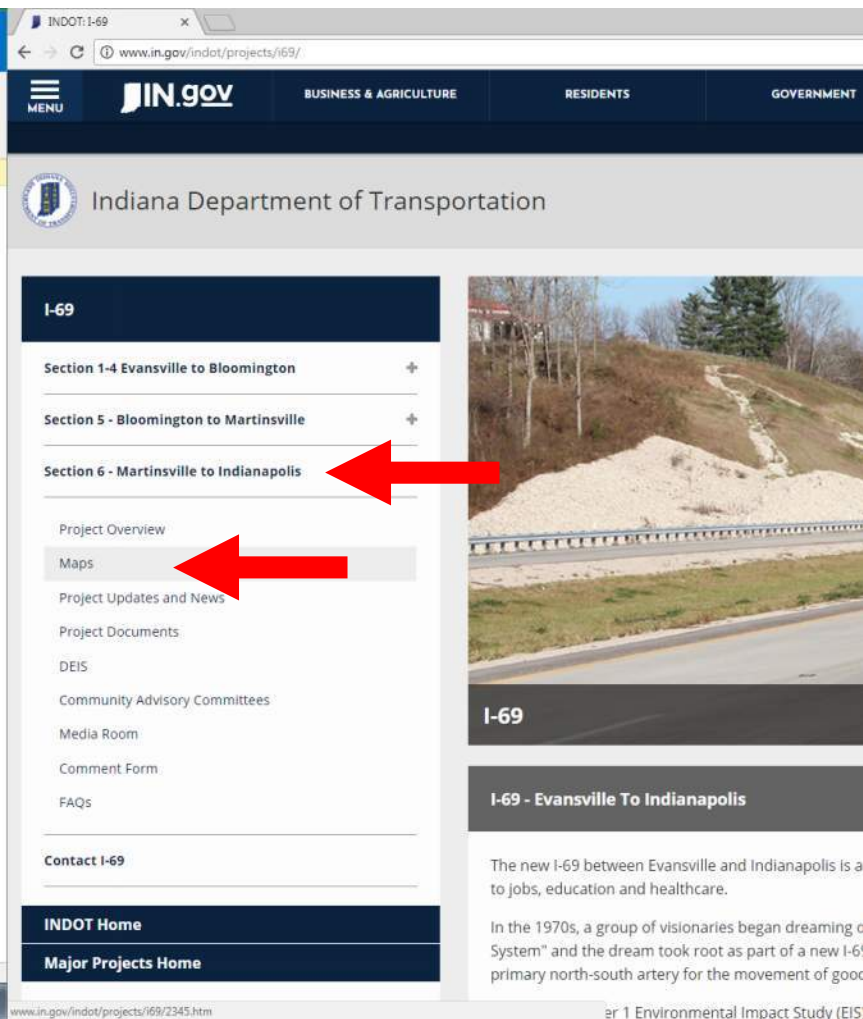
# Marion County: I-465/Harding Street Interchange

- No major refinements
- I-465 reconstructed 2' higher for adequate vertical clearance at Harding Street





# Location of New Maps Online – i69indyevn.org



The screenshot shows the Indiana Department of Transportation (INDOT) website for the I-69 project. The left sidebar contains a menu with the following items: I-69, Section 1-4 Evansville to Bloomington, Section 5 - Bloomington to Martinsville, Section 6 - Martinsville to Indianapolis, Project Overview, Maps, Project Updates and News, Project Documents, DEIS, Community Advisory Committees, Media Room, Comment Form, FAQs, Contact I-69, INDOT Home, and Major Projects Home. A red arrow points to the 'Maps' link in the sidebar. Another red arrow points to the 'Section 6 - Martinsville to Indianapolis' link in the main content area. The main content area features a large image of a highway interchange and a section titled 'I-69 - Evansville To Indianapolis' with text describing the project's history and purpose.

INDOT: I-69  
www.in.gov/indot/projects/i69/

MENU IN.gov BUSINESS & AGRICULTURE RESIDENTS GOVERNMENT

Indiana Department of Transportation

I-69

Section 1-4 Evansville to Bloomington

Section 5 - Bloomington to Martinsville

Section 6 - Martinsville to Indianapolis

Project Overview

Maps

Project Updates and News

Project Documents

DEIS

Community Advisory Committees

Media Room

Comment Form

FAQs

Contact I-69

INDOT Home

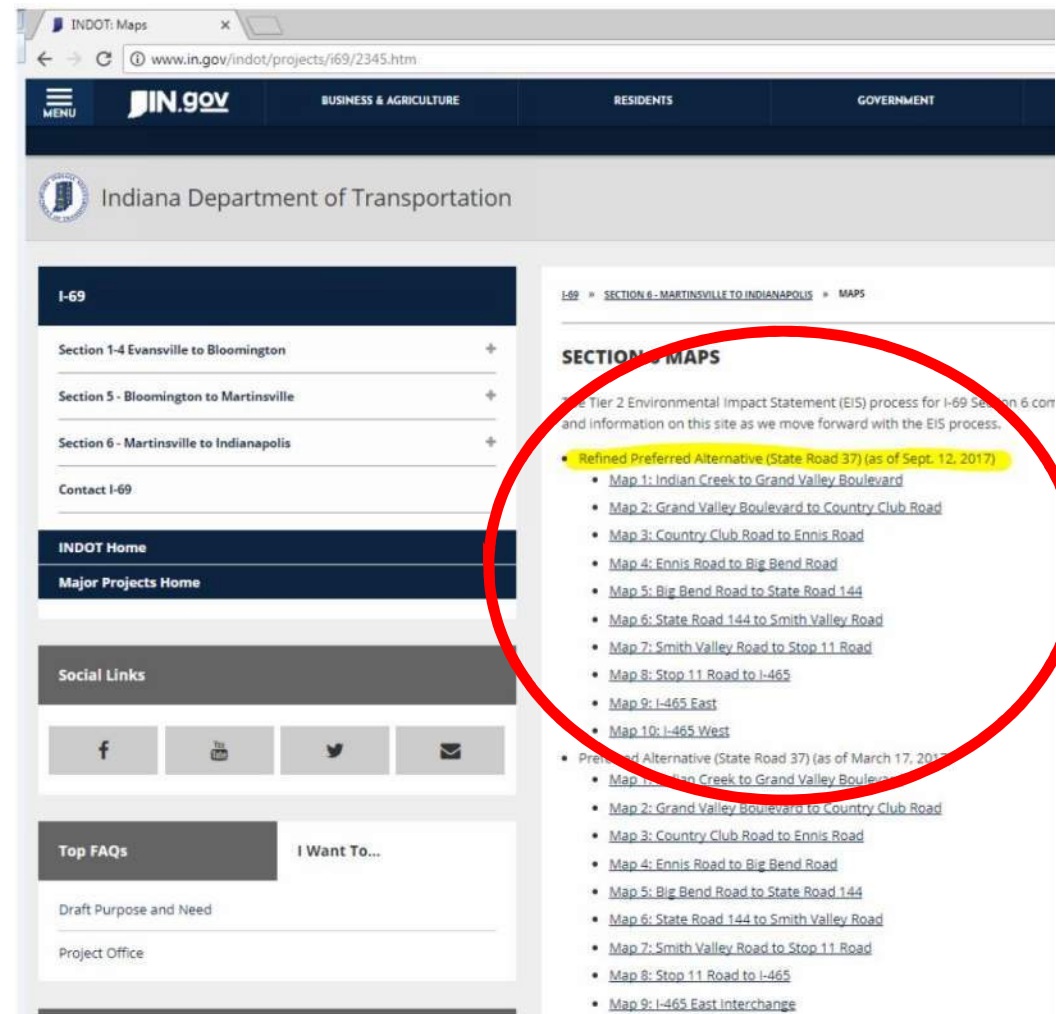
Major Projects Home

I-69 - Evansville To Indianapolis

The new I-69 between Evansville and Indianapolis is a to jobs, education and healthcare.

In the 1970s, a group of visionaries began dreaming of a "new I-69 System" and the dream took root as part of a new I-69 primary north-south artery for the movement of goods and people.

www.in.gov/indot/projects/i69/2345.htm



The screenshot shows the Indiana Department of Transportation (INDOT) website for the I-69 project, specifically the maps section for Section 6. The left sidebar contains a menu with the following items: I-69, Section 1-4 Evansville to Bloomington, Section 5 - Bloomington to Martinsville, Section 6 - Martinsville to Indianapolis, Contact I-69, INDOT Home, and Major Projects Home. The main content area features a section titled 'SECTION 6 MAPS' with a list of maps for the 'Refined Preferred Alternative (State Road 37) (as of Sept. 12, 2017)'. A red circle highlights the 'Refined Preferred Alternative' section. The list of maps includes: Map 1: Indian Creek to Grand Valley Boulevard, Map 2: Grand Valley Boulevard to Country Club Road, Map 3: Country Club Road to Ennis Road, Map 4: Ennis Road to Big Bend Road, Map 5: Big Bend Road to State Road 144, Map 6: State Road 144 to Smith Valley Road, Map 7: Smith Valley Road to Stop 11 Road, Map 8: Stop 11 Road to I-465, Map 9: I-465 East, and Map 10: I-465 West. The bottom of the page features social links for Facebook, YouTube, Twitter, and Email, as well as a 'Top FAQs' section and a 'I Want To...' section with links for 'Draft Purpose and Need' and 'Project Office'.

INDOT: Maps  
www.in.gov/indot/projects/i69/2345.htm

MENU IN.gov BUSINESS & AGRICULTURE RESIDENTS GOVERNMENT

Indiana Department of Transportation

I-69

Section 1-4 Evansville to Bloomington

Section 5 - Bloomington to Martinsville

Section 6 - Martinsville to Indianapolis

Contact I-69

INDOT Home

Major Projects Home

Social Links

f YouTube Twitter Email

Top FAQs

I Want To...

Draft Purpose and Need

Project Office

I-69 » SECTION 6 - MARTINSVILLE TO INDIANAPOLIS » MAPS

SECTION 6 MAPS

The Tier 2 Environmental Impact Statement (EIS) process for I-69 Section 6 continues and information on this site as we move forward with the EIS process.

Refined Preferred Alternative (State Road 37) (as of Sept. 12, 2017)

- Map 1: Indian Creek to Grand Valley Boulevard
- Map 2: Grand Valley Boulevard to Country Club Road
- Map 3: Country Club Road to Ennis Road
- Map 4: Ennis Road to Big Bend Road
- Map 5: Big Bend Road to State Road 144
- Map 6: State Road 144 to Smith Valley Road
- Map 7: Smith Valley Road to Stop 11 Road
- Map 8: Stop 11 Road to I-465
- Map 9: I-465 East
- Map 10: I-465 West

Preferred Alternative (State Road 37) (as of March 17, 2017)

- Map 1: Indian Creek to Grand Valley Boulevard
- Map 2: Grand Valley Boulevard to Country Club Road
- Map 3: Country Club Road to Ennis Road
- Map 4: Ennis Road to Big Bend Road
- Map 5: Big Bend Road to State Road 144
- Map 6: State Road 144 to Smith Valley Road
- Map 7: Smith Valley Road to Stop 11 Road
- Map 8: Stop 11 Road to I-465
- Map 9: I-465 East Interchange

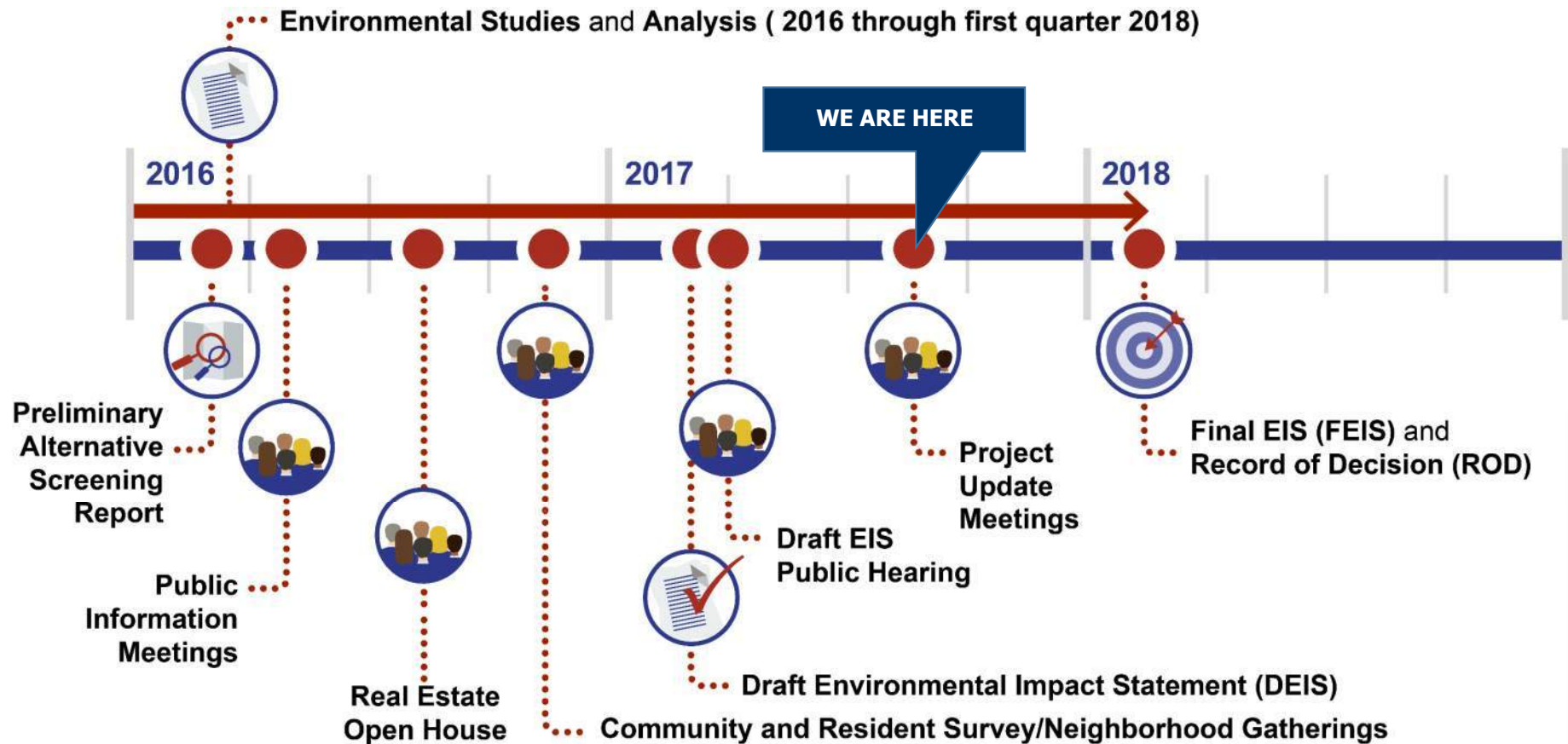
# What's Next?

---

- Schedule
- Project Funding
- Predevelopment Activities
  - Kitchen Table Meetings
  - Real Estate Acquisition
  - Design
  - Construction



# DEIS/FEIS Schedule

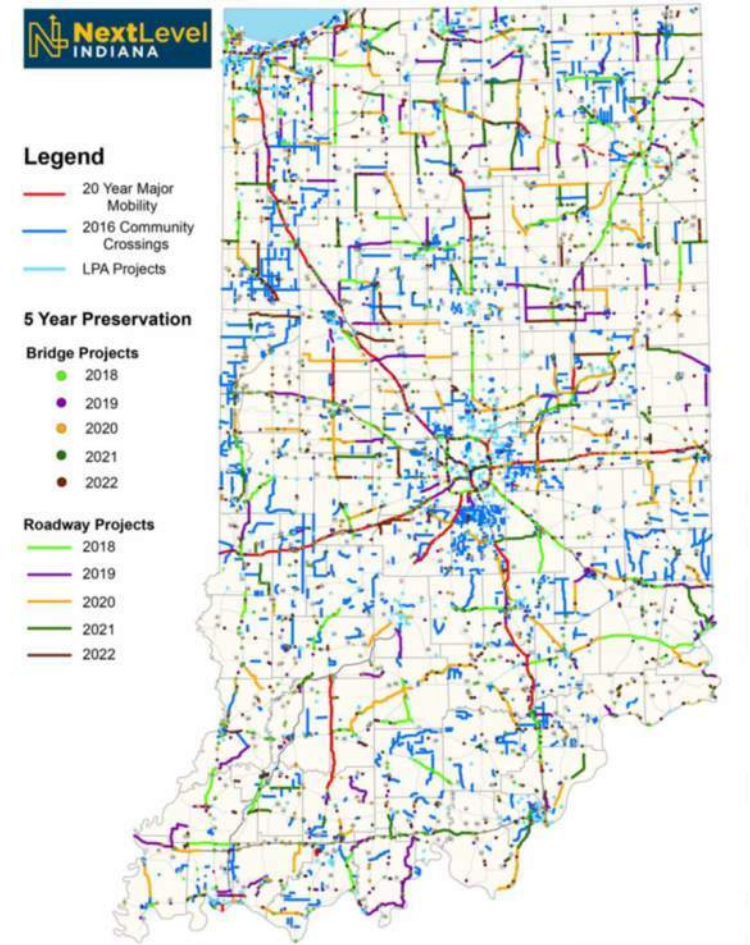


# Project Funding

## Next Level Funding for I-69 Section 6

| Fiscal Year  | Morgan        | Johnson         | Marion          |
|--------------|---------------|-----------------|-----------------|
| FY2018       | \$56.3M       |                 |                 |
| FY2019       | \$68.7        | \$8.1           |                 |
| FY2020       | \$43.8        | \$27.3          | \$3.7           |
| FY2021       | \$63.7        | \$57.7          | \$48.2          |
| FY2022       | \$30.5        | \$60.1          | \$86.2          |
| <b>TOTAL</b> | <b>\$263M</b> | <b>\$153.2M</b> | <b>\$138.1M</b> |

- Total I-69 Section 6 Cost: \$1.5 Billion
- Remaining Project Funding noted in INDOT's 20-year Mobility Plan

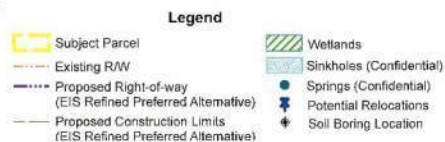




# Kitchen Table Meetings



- One-on-one meetings with property owners
- Review impacts to property
- Review real estate process
- Information gathering



# Predevelopment Activities

---

- Real Estate Acquisition Contract Issued
  - Acquisitions will begin in Martinsville
- Design Request For Proposal issued 9/12/17
  - Martinsville Procurement: Design-Bid-Build
- Construction to likely begin in 2020
- Anticipate Corridor Completion by 2027



## Safety is Top Priority!

---

- All field staff will have project ID cards
- If in doubt, ask to see ID
- If any questions, call project office (317) 881-6408 or local law enforcement



# Ways to Comment

---



Due by September 29, 2017

- Court Reporter
- Comment Form
- Email
- Mail
- Visit Project Office





Section 6 Project Office

7847 Waverly Road | Martinsville, IN 46151

Phone: (317) 881-6408

Email: [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov)

[www.i69indyevn.org](http://www.i69indyevn.org)